

# GRAIN DEALERS JOURNAL

Vol. XLV. No. 3.

Chicago, Ill., U. S. A., August 10, 1920

PRICE \$2.00 PER YEAR  
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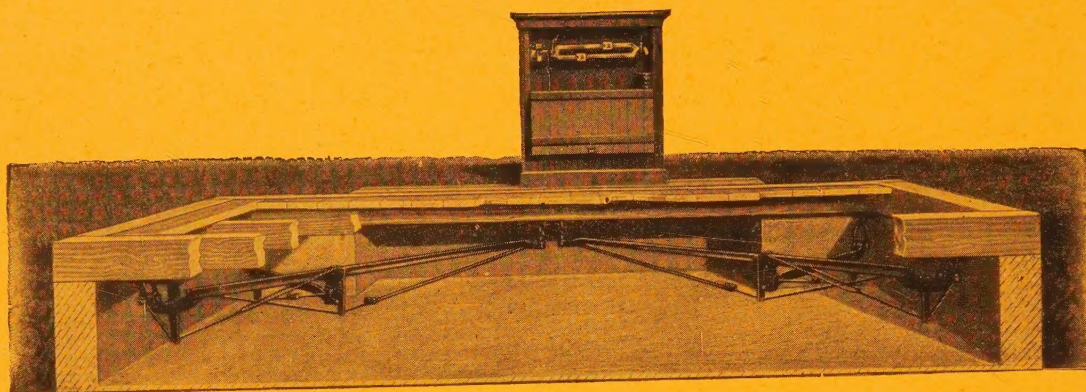
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Bond Shaft Couplings  
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Sphinx Transmission  
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Grainvey Cup Belt  
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Royal Extra  
Rock Oak  
Duxbak Waterproof  
Victor Balata Belt  
Ampere Stitched Canvas  
Belt Lacing, Dressing, Etc.

#### ELEVATOR EQUIPMENT

Salem and Empire Elevator Cups  
Minneapolis V Elevator Cups  
Boots, Heads, Etc.  
Gerber Loading and Distributing Spouts  
Standard Loading and Distributing Spouts  
Grain Samplers, Sieves, Scales  
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Mechanical Rubber Goods  
Pipe Fittings, Valves  
Engines, Motors



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# Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

*HAVING YOUR name in this directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them.*

## ALBANY, GA.

Bush, V. R., flour, feed, grain broker.  
Georgia Commission Co., mdse. and grain brokers.  
Martin & Co., Roy, broker, grain and feedingsuffs.

## ANNISTON, ALA.

Woodruff Feed Co., dealers grain, hay, feed.

## ATCHISON, KANS.

Blair Elevator Co., receivers and shippers.\*  
Moore-Lawless Grain Co., cosgmts., futures, pvt. wires.\*

## ATHENS, GA.

Eppes, Wm. E., grain, hay, flour, produce.  
Callaway Grocery Co., The, whole, gro., grain, feeds.  
Hinton & Co., O. R., mdse. and grain brokers.  
O'Farrell Brokerage Co., flour, grain, hay, mxd. fds.\*  
Pitner & Beusse, grain and merchandise brokers.\*  
Steedman, Wm. B., grain, feed broker.\*  
Webb Brokerage Co., grain, flour, feed specialty.  
Wier Feed & Grain Co., whole, grain, feed, flour.

## ATLANTA, GA.

### Commercial Exchange Members.

Brooke & Co., T. H., grain, hay, flour, c/s pdts.  
Fain Grain Co., W. L., flour, feed, field seeds.\*  
Gregg & Son, J., wholesale brokers, grain, hay.\*  
Leonard & Sons, J. T., feedingsuffs, mdse. brokers.  
Martin, Theo. W., broker, grain, flour, hay, mxd. feed.  
Smith, Edward E., broker, grain, hay, flour, mxd. feed.  
Taylor Commission Co., c/s meal, c/s hulls, fertilizer.\*

## AUGUSTA, GA.

### Board of Commerce Members.

Clark Milling Co., dealers grain & feedstuffs.\*  
Cranston & Co., A., brokers, grain, hay, feed.  
Dunbar & Co., H. S., grain, hay, feed, flour, brokers.  
Eve & Co., H. C., grain, grain pdts., mdse., brokers.  
Fletcher & Co., W. W., brokers, grain, flour, hay.\*  
Hinson, O. W., broker, grain, feed, flour, hay.\*  
Lamb & Hollingsworth, brokers, grain, flour, feed.\*  
Robinson Co., F. B., brokers, feed, grain, flour, hay.

## BALTIMORE, MD.

### Chamber of Commerce Members.

Baltimore Grain Co., grain receivers, exporters.\*  
Baltimore Pearl Hmily Co., corn products.\*  
Blackburn & Co., C. P., grain receivers, exporters.\*  
Dennis & Co., grain merchants.\*  
England & Co., Chas., grain, hay.\*  
Fahey & Co., John T., grain receivers and exporters.\*  
Hammond, Snyder & Co., Inc., receivers, exporters.\*  
Hax & Co., G. A., grain, hay, seeds.\*  
Lederer Bros., grain receivers.\*  
Manger & Co., J. A., grain, seeds, hay.\*  
Robinson & Jackson, grain commission merchants.\*  
Steen & Bro., E., grain receivers and exporters.\*  
Wack & Co., Henry E., grain, hay, feeds.\*

## BESSEMER, ALA.

Curry & Co., J. C., feedstuffs, flour, meal.

## BILLINGS, MONT.

Soule, Ralph W., grain and feed broker.

## BIRMINGHAM, ALA.

Birmingham Grain Co., grain, feed, flour.\*  
Cecil Brokerage Co., grain, hay, millfeed brokers.\*  
Cosby Flour & Grain Co., W. M., gm., flour crn. ml.\*  
Guice, Edward T., flour, grain, feed broker.  
Hemphill & Co., R. C., mdse. & grain brokers.  
Montgomery Brokerage Co., grain, gr. pdts., hay, mdse.  
Morgan & Co., B. C., broker grain, feed, flour, hay.\*  
Ramsey & Co., J. E., mdse., grain, feed, flour broker.  
Southeastern Brokerage Co., grain, hay, feed.  
Sunny South Grain Co., mfrs. mxd. fd., etn. sd. ml.  
Tennessee Mill & Feed Co., feedingsuffs.\*  
Western Grain Co., mfrs. mxd. feed, crn. meal, grits.\*  
Wood-Crabbe Grain Co., mfrs. crn. ml. grts., gr., hay.\*

## BLOOMINGTON, ILL.

Hasenwinkle Grain Co., cash and futures.  
Slick, L. E., grain.  
Worth-Gyles Grain Co., cash and future grain.\*

## BOSTON, MASS.

### Chamber of Commerce Members.

Bensaquin, Matthew D., grain brokerage, commission.\*  
Jaquith, Parker, Smith & Co., wheat, barley, milo.\*

## BRUNSWICK, GA.

McKinnon, Malcolm B., grain, hay, feed, produce.  
Ogg, C. D., mdse., grain & feedstuffs.  
Taylor, C. A., grain, hay, feed broker.

## BUFFALO, N. Y.

### Corn Exchange Members.

Armour Grain Co., grain merchants.\*  
Bruso, O. A., grain—strictly brokerage.  
Burns, Berend J., grain and feed merchant.  
Burns Grain Co., grain commission.\*  
Churchill Grain & Seed Co., receivers, shippers.\*  
Davis, Inc., A. C., grain.\*  
Doorty-Ellsworth Co., Inc., brokerage commission.\*  
Electric Grain Elevator Co., consignments.\*  
Gee-Lewis Grain Co., barley and rye.\*

## BUFFALO (Continued)

Globe Elevator Co., receivers & shippers.\*  
Harold, A. W., grain, barley a specialty.  
Heathfield & Co., Inc., W. G., consignments.  
McConnell Grain Corporation, commission merchants.\*  
Kennedy & Co., Chas., wheat a specialty.\*  
Pratt & Co., receivers, shippers of grain.\*  
Ratliffe, S. M., commission merchant.  
Seymour-Wood Grain Co., consignments.\*  
Townsend Ward Co., The, consignments.\*  
Urmston Grain Co., grain commission.\*  
Whitney & Gibson, consignments.\*

## CAIRO, ILL.

Board of Trade Members.  
Cairo Grain Commission Co., consignments.\*  
Halliday Elevator Co., grain dealers.\*  
Thistlewood & Co., grain and hay.

## CARROLLTON, MO.

Claiborne Commission Co., commission merchants.\*

## CEDAR RAPIDS, IOWA.

Cedar Rapids Grain Co., corn and oats.\*  
King Wilder Grain Co., grain shippers.\*

## CHATTANOOGA, TENN.

### Grain Exchange Members.

Bagley & Semmes, hay, grain and feed brokers.  
Chattanooga Feed Co., grain, feed, hay, cowpeas.  
Harbin, A. D., hay, grain and mill feeds.  
Hood Feed Co., flour, feeds, field seeds.  
Lookout Brokerage Co., grain, feeds, mdse.  
Tennessee River Mfg. Co., corn buyers, corn meal mfrs.  
Thomasson & Co., J. T., grain, hay, feed.  
Winer Feed Co., food, feed, seed.

## CHICAGO, ILL.

### Board of Trade Members.

Anderson & Co., W. P., grain commission merchants.\*  
Armour Grain Co., grain buyers.\*  
Bailey & Co., E. W., grain commission merchants.\*  
Bartlett-Frazier Co., grain merchants.\*  
Bennett & Co., Jas. E., commission merchants.\*  
Brennan & Co., John E., grain commission merchants.\*  
Bridge & Leonard, commission merchants.\*  
Carhart Code Harwood Co., grain commission.\*  
Dole & Co., J. H., grain and seeds.\*  
Freeman & Co., Henry H., grain, hay, straw.  
Gerstenberg & Co., commission merchants.\*  
Hales & Hunter Co., grain merchants.\*  
Harris, Winthrop & Co., grain commission.\*  
Hitch & Carder, commission merchants.\*  
Hoit & Co., Lowell, commission, grain and seeds.  
Lamson Bros. & Co., consignments solicited.\*  
Lewis & Co., F. S., grain and provisions.\*  
McKenna & Dickey, commission merchants.\*  
Mumford & Co., W. E., grain, hay, millstuffs.\*  
Norris Grain Co., grain merchants.\*  
Northern Grain & Warehouse Co., grain receivers.  
Paynter, H. M., grain and field seeds.  
Perrine & Co., W. H., grain and commission.\*  
Pope & Eckhardt Co., grain and seeds.  
Press & Co., W. G., grain, provisions, stocks, etc.\*  
Quaker Oats Co., buyers of grain.  
Requa Bros., wheat a specialty.  
Rosenbaum Bros., receivers, shippers.\*  
Rothschild Co., Moses, receivers and shippers.  
Rumsey & Co., grain commission.\*  
Schiffin & Co., P. H., commission.\*  
Shaffer & Co., J. C., grain merchants.\*  
Simons, Day & Co., grain and field seeds.\*  
Somers, Jones & Co., grain merchants.\*  
Thayer & Co., C. H., receivers-shippers.\*  
Urdike Grain Co., consignments.\*  
Leland & Co., E. F., grain and seeds.\*  
Zweig & Co., Harry A., cash grain only.

## CINCINNATI, O.

### Grain & Hay Exchange Members.

Bingham-Scholl Co., grain merchants.\*  
Early & Daniel Co., grain, hay, feed.  
Mutual Commission Co., hay, grain and feed.\*  
Perin Bros., want corn.\*

## CLEVELAND, O.

### Grain & Hay Exchange Members.

Railey, E. I., grain and millfeed.\*  
Clayden Grain Co., The, receivers and shippers.\*  
Gates Elevator Co., The, receivers and shippers.\*  
Lake Shore Elevator Co., grain and feed.\*  
Sheets Elevator Co., The, grain, hay, straw.\*  
Shepard, Clark & Co., grain merchants.\*  
Star Elevator Co., receivers, grain, hay, straw.\*  
Strauss & Co., H. M., receivers, shippers hay & grain.\*

## COFFEYVILLE, KANS.

Claiborne Commission Co., commission merchants.\*

## COLORADO SPRINGS, COLO.

Robinson-Hunt Grain Co., grain, hay, seeds, beans.

## COLUMBUS, GA.

City Mills Co., soft wheat, corn, millers.\*  
Dexter & Hamburger, grain, hay, feed, flour brokers.\*  
Joseph Co., Dan, grain, grain products.\*  
Watkins & Co., L. C., mdse. and grain broker.

## CRAWFORDSVILLE, IND.

McCordle-Black Co., grain commission merchants.

## CULLMAN, ALA.

Ponder & Kelley, grain, feed, gen'l mdse.

## DALLAS, TEX.

E. A. Johnson Co., grain and flour brokers.  
Rothschild Co., S., grain, c/s products, rice b/p.\*

## DAVENPORT, IOWA.

Davenport Elevator Co., receivers and shippers.\*

## DECATUR, ALA.

Lyle-Taylor Grain Co., whole, grain, hay, feeds.

## DECATUR, ILL.

Baldwin & Co., H. I., grain brokers.\*

## DENVER, COLO.

### Grain Exchange Members.

Ady & Crowe Merc. Co., The, grain and hay.  
Best & Co., J. D., corn, oats, barley.  
Conley-Ross Grain Co., The, grain and beans.  
Crescent Flour Mills, The, wheat, corn, oats.\*  
Denver Elevator, We buy and sell grain and beans.\*  
Elder Grain Co., F. W., "Always Working."  
Flanley Grain Co., wholesale grain.  
Gallagher Grain Co., grain merchants.\*  
Hungarian Flour Mills, wheat, corn, oats, etc.  
Kellogg Grain Co., O. M., receivers and shippers.\*  
McCauld-Dinsmore Co., wholesaler and commission.\*  
Moore-Lawless Grain Co., private wires to all markets.\*  
O'Donnell Grain Co., wholesale grain.\*  
Pheps Grain Co., T. D., wholesale grain.\*  
Scott-George Grain Co., receivers and shippers.\*  
Summit Grain & Coal Co., wheat, corn, oats, rye, barl.\*  
Thompson Merc. Co., The W. F., wholesale hay.  
Warwick Grain Co., buyers & sellers all kinds of grain.

## DES MOINES, IOWA.

### Board of Trade Members.

Anderson Co., D. L., grain merchants.  
Bart & Co., W. H., grain merchants.\*  
Central Iowa Grain Co., consignments.\*  
Des Moines Elevator & Grain Co., oats a specialty.  
Iowa Grain Co., receivers and shippers.  
Lockwood, Lee, grain, millfeed broker.  
Marshall Hall Grain Co., grain commission.  
Mid-West Consumers Grain Co., grain merchants.\*  
Perrine & Co., W. H., commission merchants.  
Taylor & Patton Co., corn and oats.  
Tower, C. A., grain broker.

## DETROIT, MICH.

### Board of Trade Members.

Carson & Co., H. C., corn, oats, rye.\*  
Dumont, Roberts & Co., receivers, shippers.\*  
Huston, G. R., grain, hay consignments a specialty.\*  
Lichtenberg & Son, oats, corn, hay, straw.  
Simmons & Co., F. J., grain and hay.\*  
Swift Grain Co., consign or ask for bid.\*

## DUBLIN, GA.

Barton, J. W., commission merchant.  
Farmers Co-op. Elvtr. & Mills, grain and feed.\*  
Peacock, R. T., broker.  
Pope, J. T., flour and corn miller.  
Walker, C. L., merchandise broker.

## DULUTH, MINN.

### Board of Trade Members.

Mitchell Co., W. C., grain commission.\*  
White Grain Co., shippers all grains.\*

## FLOYDADA, TEXAS.

Marshall Grain Co., shippers of milo.

## FORT WORTH, TEX.

### Grain and Cotton Exchange Members.

Dorsey Grain Co., receivers, shippers.

## FRANKFORT, IND.

McCordle-Black Co., grain commission merchants.

## GADSDEN, ALA.

Alabama Brokerage Co., grain, feed, hay, fr., mdse.

Gadsden Brokerage Co., feed, fr., hay c/s pdts.

## GREAT FALLS, MONTANA.

Barkemeyer Grain & Seed Co., grain dealers.\*

## GREENVILLE, MISS.

Lyle & Lyle, whole, grain, hay, feedstuffs.

## GREENSBORO, N. C.

Moon-Taylor Co., grain and hay brokers.\*

## GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.\*

## GULFPORT, MISS.

Corso & Runfalo, gro., grain, feed, flour, hay.

Gulport Grocery Co., gro., grain, fd., fr., etc.\*

Howie & Co., J. B., bkrs., grain, fd., fr., hay.

## HAMMOND, IND.

Nowak Milling Corp., "Domino Feeds."

## HASTINGS, NEBR.

Elder, Fred W., wholesale grain, hay and mill pdts.\*  
Koehler-Twidale Elevator Co., grain dealers.\*  
Moritz & Co., C., wholesale grain,\*  
Sexson, C. R., grain.

\*Member Grain Dealers National Association.



# Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

## HATTIESBURG, MISS.

Bobo & Co., W. E., bkrs., mdse., grain, hay, fd., fr.  
McLain & Co., A. S., grain, feed, mdse. broker.  
Merchants Grocery Co., whse. grocers, grain, fd., fr.

## HAVANA, CUBA.

Smith Co., C. E., gen'l brokers—Jacksonville, Miami.\*

## HOUSTON, TEX.

Beatty-Archer Co., grain brokers.\*  
Gulf Grain Co., grain; hay, millfeed.\*  
Rothschild Co., S., grain, c/s products, rice b/p.\*

## HUTCHINSON, KANS.

### Board of Trade Members.

Ayres Grain Co., consignments, mill orders.  
Beyer Grain Co., The, buyers for mills.  
Davidson Grain Co., receivers and shippers.  
Farmers Co.-Op. Com. Co., commission merchants.  
Gano Grain Co., grain merchants.  
Goffe & Carkeener, private wire.\*  
Graves & Co., T. H., grain merchants.  
Hausman-Bateman & Co., grain buyers and sellers.  
Hayes Grain Co., John, grain merchants.  
Hinman-Yates Grain Co., receivers & shippers.\*  
Hutchinson Grain Co., grain merchants.  
Hutchinson Term. Elvtr. Co., consignments.\*  
Kelly Milling Co., Wm., millers of hard wheat.  
Jay Hausman & Company, grain merchants.  
Jennings Grain Co., C. D., consignments.\*  
Kansas Grain Co., buyers and sellers.  
Larabee Flour Mills Corp., hard wheat millers.  
McClure Grain Co., J. B., buyers and sellers.\*  
Oswald Grain Co., dark hard turkey wheat, specialty.  
Pettit Grain Co., L. H., grain merchants.  
Prairie Grain Co., buyers & sellers milling wheat.  
Reno Flour Mills Co., millers and grain dealers.  
Rock Milling & Elevator Co., receivers and shippers.  
Russell Grain Co., commission merchants.  
Southwest Grain Co., receivers and shippers.  
The Security Ele. Co., receivers, shippers milo kafir.  
Union Grain Co., grain merchants.

## HUNTSVILLE, ALA.

Huntsville & Decatur Bkg. Co., dlrs. gr. & gr. pdts.  
Lyle & Lyle, whse. grain, hay, feedstuffs.

## INDIANAPOLIS, IND.

### Board of Trade Members.

Belt Elevator & Feed Co., receivers and shippers.  
Bingham-Hewett-Scholl Co., grain merchants.\*  
Boyd Grain Co., Bert A., strictly brokerage & com.\*  
Cleveland Grain Co., grain commission.  
Evans Grain Co., W. R., commission and brokerage.\*  
Goldberg Grain Co., consignments.\*  
Hayward-Rich Grain Co., grain commission.\*  
Hill Grain Co., The Lev., commission & brokerage.  
Hoosier Grain Co., consignments only.  
Kendrick & Sloan Co., Inc., grain and hay.  
Kinney Grain Co., H. E., receiver and shipper.\*  
McCardle-Black Co., grain merchants.  
Mezle Grain & Bkg. Co., Carl D., grain commission.\*  
Merchants Hay & Grain Co., hay, grain, mill feed.\*  
Montgomery & Tompkins, receivers and shippers.  
Shotwell & Co., C. A., grain & hay.  
Steinhart Grain Co., commission and brokerage.\*  
Urmston Grain Co., receivers and shippers.\*  
Witt, Frank A., grain commission and brokerage.\*

## JACKSON, MICH.

Bartlett & Co., J. E., feed, grain, salvage.\*  
Stockbridge Elvtr., track buyers, sellers, gr. & sds.  
Wagner-White Co., track buyers-sellers, grain-feed.

## JACKSON, MISS.

Aviston Flour Co., feed mfrs. whl. flour, grain.\*  
Brittain & Co., P. L., mer. bkrs., dlrs. hay, gr., mill pdts.  
Green, R. H., whse. grocers, pdce, grain, mill feed.  
Nail & Co., A. S., grain brokers.  
Royal Feed & Mfg. Co., mixed feed mfrs.\*

## JACKSONVILLE, FLA.

Baker Co., A. S., brokers, grain, feedstuffs, mdse.  
Florida Gr. & Elvtr. Co., corn and oats.  
Howard Grain Co., whse. dealers grain, hay, flour.\*  
Hulsey-Bessent Co., hay, grain, produce brokers.  
Hunt Co., C. C., brokers, grain, feed, hay, flour, mdse.  
Savage & Redavats Co., merchandise & grain brokers.  
Smith Co., C. E., gen'l brokers, Havana & Miami.\*  
Wilson & Parker Co., brokers, grain, feed, hay, etc.\*

## JASPER, ALA.

Acuff, J. D., buyer white milling corn.  
Robins, J. H., grain, hay, feed, flour broker.

## KANSAS CITY, MO.

### Board of Trade Members.

Addison Grain Co., consignments.  
Alfalfa Grain Pkts. Co., everything in the feed line.  
Beyer Grain Co., consignments.  
Bruce Bros. Grain Co., consignments.  
Christopher & Co., B. C., kafir, feterita, milo.\*  
Claiborne Commission Co., commission merchants.\*  
Davis Grain Co., A. C., grain commission.  
Denton Kuhn Grain Co., consignments.\*  
Dilts & Morgan, consignments.\*  
Ernst Davis Grain Co., commissions.\*  
Federal Grain Co., receivers, shippers.\*  
Elevators Co., grain merchants.\*  
Fuller Grain Co., consignments.\*  
Goffe & Carkeener, receivers and shippers of grain.\*  
Hall-Baker Grain Co., consignments.  
Hinds Grain Co., The, receivers, shippers.\*  
Hipple Grain Co., feterita, kafir, milo.  
Larabee Flour Mills Corp., The, mfrs. "Larabee Best."  
Logan Bros. Grain Co., receivers and shippers.\*

## KANSAS CITY (Continued)

Masters Brokerage Co., H. S., flour, millfeed, grain.  
Mensendieck Grain Co., consignments.\*  
Miller Grain Co., S. H., consignments.  
Moore-Lawless Grain Co., grain receivers.\*  
Moore-Seaver Grain Co., receivers and shippers.\*  
Moritz & Co., C., consignments.  
Norris Grain Co., grain merchants and exporters.  
Parker Corn Co., corn, oats, kafir, milo.\*  
Roehen Grain Co., E. E., consignments.  
Root Grain Co., consignments and futures.\*  
Secular Bishop Grain Co., receivers and shippers.\*  
Shannon Grain Co., consignments.  
Simonds, Shields, Lonsdale Grain Co., grain.\*  
Stevenson Grain Co., buyers and sellers.\*  
Terminal Elevators, receivers, shippers.\*  
Twidale-Wright Grain Co., consignment futures.  
Thresher Fuller Grain Co., grain commission.\*  
Western Grain Co., shippers (a specialty).\*

## KNOXVILLE, TENN.

Davis & Susong Co., hay, grain, feed.\*  
Levy & Co., R. T., merchandise and grain brokers.  
Security Mills & Feed Co., mfrs. of mixed feed.\*  
Smith & Co., J. Allen, flour, meal, feed.\*

## LITTLE ROCK, ARK.

### Grain Exchange Members.

Cunningham Commission Co., grain, corn products.\*  
Caple & Stockton, hay, grain, feed.  
Cochran Co., H. K., grain dealers.  
Daniel Mill & Elevator Co., Joe, grain, hay, feed.  
Darragh Company, hay, grain, mixed feeds.\*  
Davis, S. P., Est. 1893, grain, flour, cottonseed meal.  
Farmer Wilson Co., brokers, hay, grain, mill feed.\*  
Gordy Co., C. L., grain brok., hay, grain, mill feed.  
Hayes Grain & Commission Co., dealers in grain, hay.  
Munn Brokerage Co., grain, hay, mill feed.\*  
Niemeier Grain Co., George, grain, hay, mill feed.\*  
Weinmann Milling Co., Grain, hay, mixed feeds.  
Wilson Co., John R., grain brokers.

## LIMA, O.

Riddle & Co., T. P., hay and grain.

## LINCOLN, NEBR.

### Grain Exchange Members.

Barstow Grain Co., W. T., receivers and shpr. all grs.  
Central Granaries Co., wheat, corn, oats, rye barley.  
Cummings Grain Co., M. T., grain, seed, millfeed.  
Ewart Grain Co., wheat, corn, oats, rye, barley.\*  
Foster Grain Co., receivers and shippers.  
Gooch Milling & Elvtr. Co., flour, feed, macaroni pdts.  
Lincoln Grain Co., grain merchants.\*  
Nebraska Corn Mills, meal, pearl hominy, corn, flour.  
Paul, John M., grain broker.  
Western Feed Dealers Supply Co., hay, gr., millfeeds.  
Wright-Leet Grain Co., receivers and shippers.

## LOS ANGELES, CALIF.

Pacific Grain & C. S. P. Co., grain & c/s meal.

## LOUISVILLE, KY.

### Board of Trade Members.

Bingham-Hewett Gr. Co., receivers-shippers of grain.\*  
Callahan & Sons, receivers and shippers of grain.\*  
Edinger & Co., grain, hay, flour.  
Farmer & Sons, Oscar, hay, grain and feeds.\*  
Fruechtenicht, Henry, grain, feed, hay.  
Kentucky Public Elevator Co., storers and shippers.\*  
Schuff & Co., A. C., specialty white mlg. corn, wh.  
Verhoeff & Co., H., receivers and shippers.\*  
Zorn & Co., S., receivers and shippers.\*

## LYNCHBURG, VA.

Moon-Taylor Co., grain and hay brokers.\*

## MACON, GA.

Dorsett Co., W. C., brokers, grain feed, flour.  
McCORD, Chas. R., flour, grain, feed, broker.  
National Milling Co., mfrs. mixed feed.  
Mott Brokerage Co., hay, grain, flour, feed broker.

## MARSHALL, MO.

Claiborne Commission Co., commission merchants.\*

## MEMPHIS, TENN.

### Merchants Exchange Members.

Anderson, Embrey E., grain, hay, car corn specialty.\*  
Browne, Walter M., broker & com. consignments.\*  
Buxton, E. E., broker and commission merchant.\*  
Cereal Byproducts Co., everything for mixed feeds.  
Clark-Purkle & Co., grain and hay.\*  
Cook, L. P., receiver and shipper.  
Davis & Andrews Co., grain, mixed feed.\*  
Denyven & Co., brokers and commission.\*  
Edgar-Morgan Co., mixed feed manufacturers, grain.  
Hasenwinkle, H. J., consignments.  
Horton & Co., J. B., grain dealers.  
International Sugar Feed No. 2 Co., mfrs. swt. mx. fd.  
Jones, Lee D., grain dealers.\*  
Lovitt & Co., L. B., cotton seed and peanut products.  
Marks & Anderson, wholesale grain, hay, mixed feed.  
Memphis Milling Co., high grade mixed feed.\*  
National Brokerage Co., flour, grain, feed brokers.\*  
Mississippi Elevator Co., grain dealers, feed mfrs.\*  
Nessly Co., J. L., broker, com., alf. meal, molasses.\*  
Peterson & Co., G. E., mfrs. mixed feed, grain.\*  
Pease & Dwyer, grain, mixed feed.\*  
Riverside Elevator & Warehouse, broker & whose'man.  
Royal Feed & Milling Co., mixed feed manufacturers.\*  
Scruggs-Robinson Co., brok. com. mer., consignments.\*

## MEMPHIS, TENN. (Continued).

Sessum Coal & Grain Co., grain, mixed feed.  
Stout-Hunt Milling Co., flour and corn meal.  
Tate & Co., J. E., wholesale grain dealers.  
U. S. Feed Co., grain, hay, mill feed.\*  
Wade & Sons, Inc., John, grain, feed, flour.\*

## MERCER, MO.

Alley Grain Co., oats, corn, wheat, seeds.\*  
Alley, A. A., dealers & broker, grain and seeds.

## MERIDIAN, MISS.

### Board of Trade Members.

Anderton & Co., W. A., whole brokers, gr., hay, fd.  
Elkin-Henson Grain Co., gr. mxd. fd., hay, ctn. sd. pts.  
George Co., The A. H., grain dlrs., mxd. fd. mfrs.\*  
Gibson Brokerage Co., J. A., grain & mdse. brokers.  
Harris, John H., grain and mdse. brokers.  
Hayward & Scott, grain brokers & mfrs. agents.  
Lyle Grocery Co., The Tom, who. gro., grain & hay.  
Lyon & Co., A. J., whse. gro., grain, feed.  
Meridian Grain & Elvtr. Co., gr. dlrs., mxd. fd. mfrs.  
Meyer Bros., wholesale groc., grain, feed.  
Smith Brokerage Co., grn. gr. pdts., hay, ctn. sd. pts.\*  
Sturgis Co., grain dealers, mixed feed mfrs.\*  
Threefoot Bros. & Co., whse. grain, feed, fr., gro.\*  
Snowden Com. Co., grain, hay, rice brokers.  
Tutt Grain Co., J. B., grain, fd., c/s products dlrs.  
Queen City Feed Co., grain, hay, flour, corn meal.  
Winner-Klein & Co., whse. gro., grain, feed.

## MIDDLETOWN, CONN.

Meech & Stoddard, Inc., grain, feed, hay, flour.\*

## MILWAUKEE, WIS.

### Chamber of Commerce Members.

Bacon Co., E. P., grain and seed.\*  
Blanchard Grain Co., grain receivers.\*  
Burger Commission Co., grain and seed.  
Franke-La Budde Grain Co., feeds, grain, hay.  
Kamm Company, P. C., barley and rye.\*  
Mitchell Co., W. C., grain commission.\*  
Quinn Shepherdson Co., receivers & shippers.  
Rankin, M. G. & Co., grain and feed.  
Rialto Elvtr. Co., grain receivers and shippers.\*  
Taylor & Bournique Co., grain merchants.\*  
Thayer & Co., C. H., receivers & shippers.\*

## MINNEAPOLIS, MINN.

### Chamber of Commerce Members.

Banner Grain Co., grain receivers.  
Benson, Staback Co., grain commission.\*  
Cargill Commission Co., grain commission.  
Cereal Grading Co., grain merchants.\*  
Chambers-Mackay Co., screenings & mill feed.  
Dalrymple Co., William, grain commission.\*  
Davies & Co., F. M., grain commission.\*  
Gee Grain Co., G. E., receivers and shippers.  
Getchell-Tanton Co., grain commission.  
Godfrey Grain Co., receivers and shippers.\*  
Gould Grain Co., receivers and shippers.\*  
Hankinson & Co., H. L., grain commission.  
Lewis & Co., Chas. E., consignments.\*  
Malmquist & Co., C. A., receivers & shippers.  
Marfield Grain Co., grain commission.\*  
McCaull Dinsmore Co., consignments solicited.\*  
Mitchell Co., W. C., grain commission.\*  
Poehler Co., H., grain commission.\*  
Quinn-Shepherdson Co., receivers and shippers.\*  
Scroggins Grain Co., corn and oats.  
Sterling Grain Co., receivers and shippers all grains.  
Van Dusen-Harrington Co., grain merchants.\*  
Welch Co., E. L., mill oats & screenings.\*  
Wernli-Anderson Co., grain commission, screenings.  
Woodward Newhouse Co., grain merchants.  
Zimmerman, Otto A., barley and oats my specialty.

## MOBILE, ALA.

Butler & Clark, mdse., grain, ctn. sd. pdts., brokers.  
Cleveland Co., Frank, bkrs. & com. merchants.  
Hopper & Co., H. M., grain, mldfs., hay brokers.\*  
King & Co., John R., bkrs., grn., mldfs., hay, beans.  
Meador & Co., W. M., mdse. & grain brokers.  
Minnis & Co., A. R., bkrs., grain, feed, ctn. sd. pdts.  
McKinney, W. J., broker.

Suttle, J. L., grain, gr. pdts., feed, mdse. broker.\*  
Turner-Young Grain Co., dlrs., gr., gr. pdts., mfrs. fd.  
Vass & Co., H. P., mdse. & grain brokers.  
Ziliak & Schafer Mlg. Co., grain & gr. pdts., feed.  
Zimmern's Co., J., mxd. fd. mfrs., dlrs. grain & hay.

## MONTGOMERY, ALA.

Alabama Black Belt Co., gr. bkrs., dlrs. in Ala. pdts.  
American Mlg. & Feed Co., mfrs. crn. ml., gr. dl., fd.  
Browder Bros., grain, feed, flour, mdse. bkrs.  
Cody-Craig Co., grain, feed, flour, mdse., brokers.  
Hobbie Grocery Co., H. M., opertrs. "Hobbie Elvtr."  
Holland & Co., O. C., mdse. & grain brokers.  
Lutz & Co., E. G., bkrs., grain, feed, flour, mdse.  
Mitchell & Co., Chas. E., dlrs., hay, grain, cow peas.  
Richardson Co., O. A., grain, feed, flour brokers.  
Shank & Copeland, bkrs., grain, fd., fr., hay, mill pdts.  
Smith Brokerage Co., grain, feed, flour, hay.  
Winter, Loeb Grocery Co., grain, feed, flour, mdse.

## MOULTRIE, GA.

Delay, A. J., flour and grist mill.

Moultrie Mill & Elvtr. Co., grain and feedstuffs.

## NASHVILLE, TENN.

### Grain Exchange Members.

Allen Grain Co., receivers and shippers.\*  
Bennett & Co., John C., brokers.\*  
Crozier & Co., W. H., receivers and shippers.\*



## Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

### NASHVILLE, TENN. (Continued)

Daugherty-Vincent Grain Co., receivers and shippers.\*  
Gillette Grain Co., The, operators steel elevator.\*  
Hale & Sons, J. R., receivers and shippers.\*  
Hermitage Elevtr. & Warehouse Co., public storage.\*  
Jones & Co., Chas. D., receivers and shippers.\*  
Kerr, S. S., receiver and shipper.\*  
Liberty Mills, flour and feed.\*  
Mero Mills, FLAVO FLOUR, feeds.\*  
Nashville Grain & Feed Co., receivers and shippers.  
Nashville Roller Mills, self rising flour mfrs.\*  
Nashville Warehouse & Elevtr. Co., public storage.\*  
Neil Shofner Grain Co., receivers and shippers.\*  
Rex Mill & Feed Co., grain and feeds.\*  
Tate, W. R., receiver and shipper.\*  
Tennessee Grain Co., receivers and shippers.\*  
Tyner & Co., John A., corn, wheat, oats, seeds.\*  
Wilkes & Co., J. H., grain, flour, feeds.\*  
Worke & Co., R. H., grain, feed, hay.

### NEWARK, N. J.

Smith & Wallace Co., J. C., receivers, shippers.

### NEW CASTLE, PA.

Hamilton Co., grain, feed, flour, hay, potatoes.\*

### NEW ORLEANS, LA.

#### Board of Trade Members.

Anderson & Jackson, Inc., exporters of grain.\*  
Barr, R. J., grain exporter.\*  
Gibbons, J. T., gr. dealers, mixed fd. mfrs., expts.  
Kaiman Co., Paul R., recvrs., shprs., expts. of grain.  
Langenberg Hay & Grain Co., recvrs., shprs. & expts.\*  
Lunham & Moore, forwarding & freight brokerage.  
Matthews & Bro., Chas. R., grain & grain pdts., brks.\*  
Matthews Sons, Geo. B., recvrs. & shprs., feed mfrs.  
Milam-Morgan Co., Ltd., recvrs., shprs., mx. fd. mfrs.  
Nathan & Feltis, fwdg. agt. & expt. fight broker.\*  
Neumond, Inc., K. & E., dls. & expts in feed articles.  
Richeson Co., Inc., W. L., expt. shpg., fgt. bkg. & fg.\*  
Rodd & Co., Chas. M., gr. brokers & fwdg. agents.\*  
Rogers, James M., grain brokerage & forwarding.\*  
Royal Feed & Mfg. Co., mfrs. of mixed feed.  
Thomas Co., James, exporters & forwarders.  
Waterman & Co., J. S., gr. flour & fd. bkrs., fr. jobs.\*

### NEW YORK CITY.

#### Produce Exchange Members.

Bolle-Watson Co., Inc., receivers and exporters.  
Brainard Commission Co., consignments.\*  
Jones & Co., M. B., buyers—quote us.\*  
Knight & Company, commission merchants.\*  
Morey, L. A., grain.  
Schwartz & Co., B. F., commission merchants.\*  
Therrien, A. F., broker.\*

### NORFOLK, VA.

Moon-Taylor Co., grain and hay brokers.\*

### OKLAHOMA CITY, OKLA.

#### Grain Exchange Members.

Bennett & Co., Jas. E., gr. stocks, cotton, provisions.\*  
Cherokee Grain Co., grain merchants.\*  
Conyers Grain Co., grain merchants.\*  
Coyle Co., The W. H., c/s pdts., grain, hay.  
Dustin Grain Co., grain, feed, seeds.\*  
Lang Grain Co., J. H., prompt and efficient service.\*  
Langenberg Bros. Grain Co., grain merchants.  
Maney Export Co., grain merchants.  
Marshall Grain Co., grain, feed, seeds.\*  
Oklahoma Export Co., grain commission.\*  
Okla. City M. & E. Co., grain merchants, millers.\*  
Rutledge Grain Co., commission merchants.\*  
Perkins Grain Co., W. L., commission merchants.\*  
Polson & Co., C. A., commission merchants.\*  
Stinnett Grain Co., grain merchants.\*  
Stowers Grain Co., W. B., commission merchants.

### OMAHA, NEBR.

#### Grain Exchange Members.

Adams-Reitz Grain Co., consignments.\*  
Butler Welsh Grain Co., grain merchants.\*  
Carlisle Grain Co., S. S., consignments.\*  
Cope & Kearney, grain commission.  
Crowell Elevator Co., receivers, shippers.\*  
Holmquist Elevator Co., receivers and shippers.\*  
Kern Co., brokers and commission merchants.\*  
Leopold-Briggs Grain Co., conscientious service.  
Maney Grain Co., The, consignments.\*  
Merriam Commission Co., consignments.\*  
Miller Wilson Grain Co., receivers and shippers.\*  
Oswald Delaney Grain Co., consignments.\*  
Roberts Grain Co., Geo. A., grain merchants.\*  
Rothschild Grain Co., corn and oats.\*  
Taylor Grain Co., brokers.\*  
Trans-Mississippi Grain Co., receivers and shippers.\*  
United Grain Co., grain commission.\*  
Updike Grain Co., consignments.\*

### PALATKA, FLA.

Birdsey Commission Co., mdse. and grain brokers.

### PARIS, ILL.

McCordle-Black Co., grain commission merchants.

### PEORIA, ILL.

#### Board of Trade Members.

Bartlett Co., S. C., grain commission.\*  
Cole Grain Co., Geo. W., receivers and shippers.\*  
Conover Grain Co., E. B., grain commission.\*  
Dewey & Sons, W. W., grain commission.\*  
Feitman Grain Co., C. H., grain commission.\*  
Luke Grain Co., grain commission.\*  
McPadden & Co., G. C., consignments.

### PEORIA, ILL. (Continued)

McCreery & Son, J. A., wheat, corn, oats.\*  
Miles, P. B. & C. C., grain commission.\*  
Mueller Grain Co., receivers and shippers.\*  
Slick, L. E., consignments solicited.  
Turner Hudnut Co., receivers and shippers.  
Tying Grain Co., commission merchants.\*  
Worth-Gyles Grain Co., grain commission.

### PENSACOLA, FLA.

Bonacker Bros., pkrs., gr., hay, feed, fr., c/s pdts.  
Consolidated Grocery Co., whole gro., grain, produce.  
Gonzales Co., The M. F., gr., hay, feed, mfrs. crn. ml.  
Jones & Co., B., grain, hay, fr., mill feed brokers.  
Meador & Co., W. M., mdse. & grain brokers.  
Wagenheim Co., The I. E., bkrs. mdse., gr., shorts, bn.  
Wolf, I., mdse., grain, feed broker.

### PHILADELPHIA, PA.

#### Commercial Exchange Members.

Delp Grain Co., E. E., grain and millfeeds.\*  
Dunwoody Co., Ezl., flour, grain, feed.\*  
Lemont & Son, E. K., wheat, corn, oats, flour, feed.  
Miller & Sons, L. F., grain, seeds, hay.\*  
Richardson Bros., grain, flour, millfeeds.\*  
Richardson, Geo. M., grain and feeds.\*  
Rogers & Co., E. L., hay, straw, grain, feed.\*  
Young & Co., S. H., wheat, corn, oats.

### PITTSBURGH, PA.

#### Members Grain and Hay Exchange.

Allen & Co., H. S., grain & hay.\*  
Elwood & Co., R. D., hay and grain.\*  
Foster Co., C. A., grain merchants.\*  
Geidel & Leubin, grain and hay.  
Hardman & Heck, grain, hay, millfeed.\*  
Harper Grain Co., corn a specialty.\*  
Heck & Co., W. F., grain, hay, millfeed.\*  
Heck Bros. & Martin, grain and hay.  
McCaffrey & Sons, Daniel, hay & grain.  
McCague, R. S., grain, hay.\*  
Rogers & Co., Geo. E., grain & hay.\*  
Smith & Co., J. W., grain merchants.\*  
Walton Co., Samuel, grain and hay.\*  
Young & Fisher, brokerage and commission.\*

### PONTIAC, ILL.

Balbach, Paul A., grain buyer, all markets.

### PORTLAND, ORE.

Kerr, Gifford & Co., Inc., grain exporters.\*  
Northern Grain & Warehouse Co., grain exporters.\*  
Pacific Coast Elevator Co., grain.\*  
Pacific Grain Co., grain exporters.\*  
Tri-State Terminal Co., general grain and bags.\*

### PUEBLO, COLO.

McClelland McT' l. & R. Co., grain hay, and feed.\*

### RICHMOND, VA.

#### Grain Exchange Members.

Beveridge & Co., S. T., grain, hay, feeds, seeds.

### ROME, GA.

Childsey, Jas. B., grain, hay and feed broker.\*

White Brokerage Co., grain, hay, flour.

### SAGINAW, MICH.

Smith-Connor Hay & Grain Co., hay and grain

### SALT LAKE CITY, UTAH.

Utah-Idaho Bkg. Co., whole grain, hay, flour, feed\*

### SAVANNAH, GA.

Manuey, J. E., whole, feed & grain broker.

Moore & Co., grain, hay, cottonseed pdts.

### SEATTLE, WASH.

Fairbanks & Co., F. M., grain and feed.

Lilly Co., The Chas. H., seed merchants.\*

Webster & Co., E. A., grain commission, oriental seeds.

### SELMA, ALA.

Baker, A. E., mdse., grain, feed, flour broker.

Campbell & Co., McD., brokers gr., fr., mdx. fd., hay.

Crandell, H. F., merchandise & grain broker.

Hooper, Son & Coleman, mdse., grain, flour brokers.

Ross, Rivers F., flour, feed & grain broker.\*

### ST. JOSEPH, MO.

#### Grain Exchange Members.

A. J. Elevator Co., buyers and shippers.\*  
Gordon-Watts Grain Co., grain dealers & brokers.\*  
Great Western Grain Co., buyers and sellers.\*  
Aunt Jemima Mills Co., A. J., hominy feed.  
Marshall Hall Grain Co., consignments solicited.\*  
Sloan-Neldorp Grain Co., consignments.\*  
St. Joseph Hay & Grain Co., grain merchants.\*

### ST. LOUIS, MO.

Annan Burg G. & M. Co., flour, grain, millfeed.\*

Ballard-Messmore Grain Co., recvrs. grain, hay, seeds.

Bushfield Grain Co., receivers and shippers.

Claiborne Commission Co., commission merchants.\*

Dreyer Commission Co., feeding stuffs, grain, seeds.\*

Elmore Schultz Gr. Co., receivers and shippers grain.\*

Goffe & Carkner Co., grain commission.\*

Graham & Martin Grain Co., grain commission.\*

Ichtertz & Watson, grain, seeds and hay.\*

Marshall Hall Grain Co., grain commissions.\*

Langenberg Bros. Grain Co., grain commission.\*

Morton & Co., grain commission.\*

Nanson Commission Co., grain commission.\*

Pickler & Beardsley Com. Co., grain and grass seed.\*

Powell & O'Rourke, corn a specialty.

Thurnau Grain & Feed Co., Arnold A., grn., fd., scrngs.\*

Toberman, Mackey & Co., grain, hay, seeds.\*

Turner Grain Co., grain commission.

### SEDALIA, MO.

Claiborne Commission Co., commission merchants.\*

### SIoux CITY, IOWA.

#### Board of Trade Members.

Button Co., L. C., grain commission.  
Bailey, Walter H., grain merchants.\*  
Godfrey Grain Co., receivers and shippers.\*  
McCaull Dinsmore Co., commission.\*  
Morris Grain Co., brokers.  
Rumsey & Co., receivers of consignments.\*  
Terminal Grain Corp., receivers and shippers.\*  
Warwick Grain Co., consignments solicited.  
Western Terminal Elevator Co., receivers and shippers.

### SPRINGFIELD, MO.

Claiborne Commission Co., commission merchants.\*

### STERLING, COLO.

Eller Grain Co., grain, hay, feed.

Moritz Grain Co., C., wholesale grain.

### TALLEDEGA, ALA.

Farmers Ex. & Elevtr. Co., grain, feed, mfrs. corn meal.

### TAMPA, FLA.

Bonacker Bros., brokers, grain, hay, feed, flour.  
Harman & Hulsey, grain, hay, millfeed brokers.\*  
Hart & Co., E. H., grain & feedingsuffs broker.  
Miller-Jackson Grain Co., grain & feed dealers.\*  
Spence Brokerage Co., grain, feed, alf. meal, hay.  
Tampa Brokerage Co., grain, hay, flour, feedstuffs.  
Quinby, Edmund B., mdse. & feedingsuffs broker.

### THOMASVILLE, GA.

Burch & Son, W. H., corn millers.  
South Georgia Brokerage Co., brokers.  
Thomasville Elevtr. Co., corn, velvet beans, field seeds.

### TOLEDO, OHIO.

#### Produce Exchange Members.

De Vore & Co., H. W., grain and seeds.\*  
King & Co., C. A., grain and seeds.  
Morehouse & Co., wholesale grain and seeds.  
Rice Grain Co., cash grain.\*  
Southworth & Co., grain and seeds.\*  
Wickenhiser & Co., John, grain receivers, shippers.  
Young Grain Co., grain receivers, shippers.  
Zahn & Co., J. F., grain seeds.\*

### TOPEKA, KANS.

Derby Grain Co., wheat, corn, oats, and millfeed.\*

### TOPPENISH, WASH.

Preston Grain & Mfg. Co., alf. meal, grain, hay, fdstfs.

### TUSCALOOSA, ALA.

Eddins Brokerage Co., grain, feed, flour, mdse.  
Indian Milling Co., mixed feed mfrs.  
Rosenbush Brokerage Co., grain, feed, flour, mdse.  
Southern Grain Co., grain, hay, mfrs. corn meal.

### TUSCUMBIA, ALA.

Belser, Harry K., grain, feeds, mdse broker.  
Hammerly, E. T., grain, hay, feed, seed.

### UNION CITY, TENN.

Cherry-Moss Grain Co., grain, hay, feeds, seeds.\*  
Dahnke-Walker Milling Co., milling grain, feed.\*  
Howell Grain & Feed Co., grain and feed.

### VALDOSTA, GA.

Birdsey Commission Co., mdse. and grain brokers.  
So. Georgia Milling Co., mfr. mxd. feed, vel. bean ml.  
Valdosta Mill & Elevtr. Co., grain, corn meals, feeds.

### VICKSBURG, MISS.

Well & Son, R., brokers; corn, oats, meal, hay, chops.  
Wilkerson, R. C., grain broker.

### VINCENNES, IND.

McCordle-Black Co., grain commission merchants.

### WICHITA, KANS.

#### Board of Trade Members.

Beyer Grain Co., consignments and mill orders.\*  
Blood-Pickerill Grain Co., consignments, mill orders.  
Clark Burd Grain Co., consignments.\*  
Clark Grain Co., C. M., all kinds grain and feed.  
Craig Grain Co., J. W., consignments and mill orders.  
Groth, Samuel C., milling wheat and feed.  
Hayes Grain Co., John, Okla.-Kan., wheat for mills.\*  
Kansas Flour mills Co., receivers and shippers.\*  
Kansas Milling Co., millers and grain merchants.\*  
Kramar Grain Co., receivers and shippers.\*  
Raymond Grain Co., consignments.  
Strong Trading Co., wholesale grain and feed.\*  
Wallingford Bros., receivers and shippers.\*  
Warwick Grain Co., "always have a bid."  
Wichita Flour Mills Co., millers and grain merchants.  
Wichita Grain Co., receivers and shippers.\*  
Wichita Terminal Elev. Co., general elevator business.\*

### WINCHESTER, IND.

Goodrich Bros. Hay & Grain Co., whlrs. gr. and seeds.\*

\*Member Grain Dealers National Association.



Merchants Exchange  
Members

## ST. LOUIS

Merchants Exchange  
Members

**Nanson Commission Co.** GRAIN, HAY and SEEDS  
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**TURNER GRAIN CO.**  
Merchants Exchange  
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105-107 Merchants Exchange  
**RECEIVERS**  
**GRAIN, HAY & SEEDS**  
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101-102 Board of Trade

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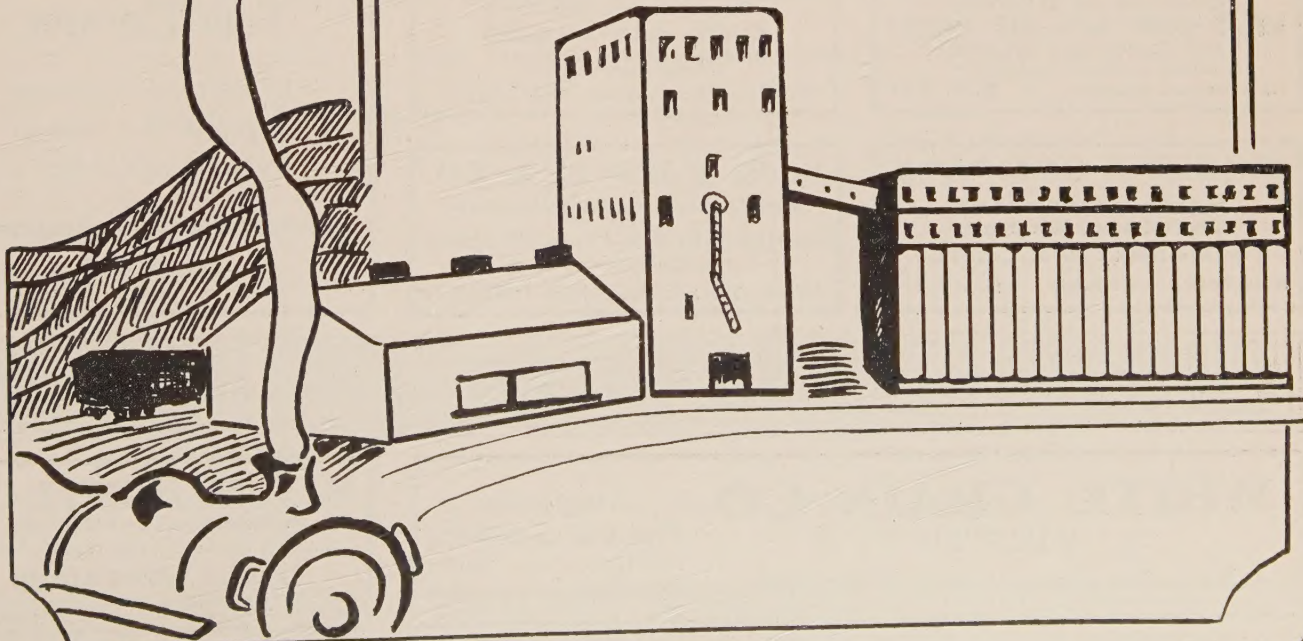
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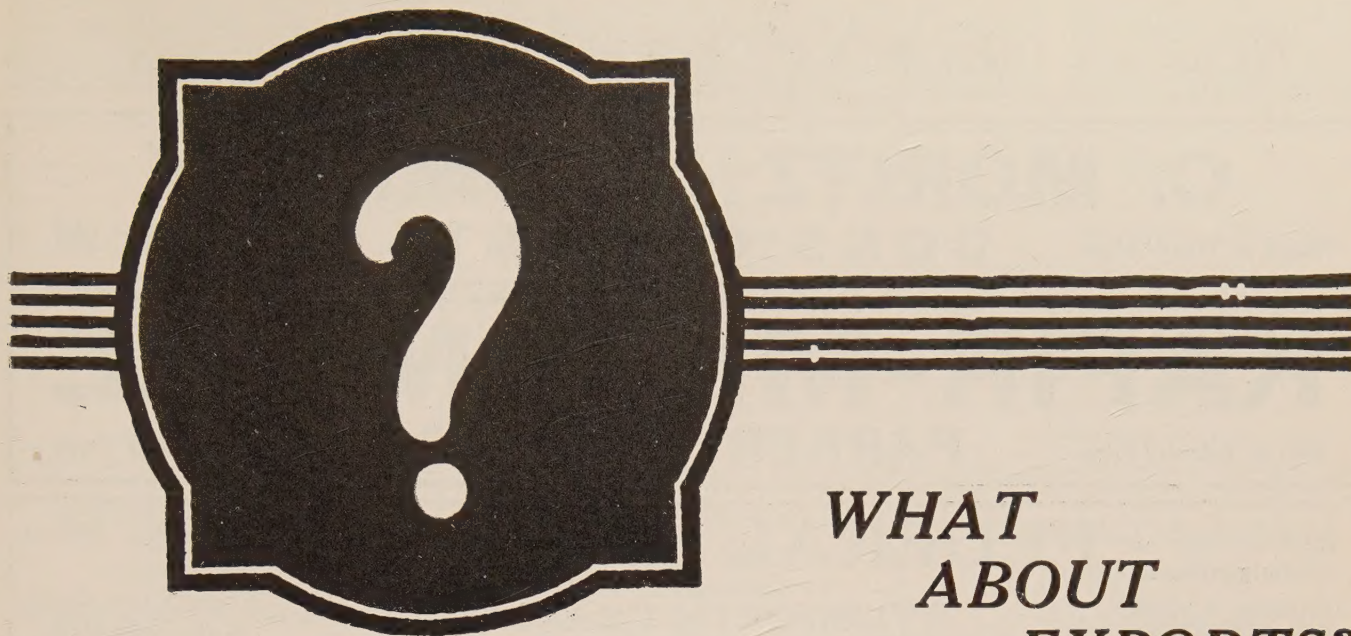
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**Q** The foreign countries have been heavy buyers of grain in the United States Markets this year. These interests have maintained an almost constant demand, and, although they have been out of the market for short periods from time to time, there is no sign of a lessening of this demand thru the entire crop year.

**Q** If you have not already made your export connections at New Orleans, you should do so without delay. This port is exceptionally well equipped to handle a large volume of business for export, and handle it to your advantage. Write to some of the firms listed below for more information concerning New Orleans, "The Terminal Markets' Market."

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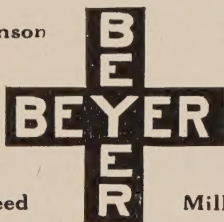
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Mill Orders

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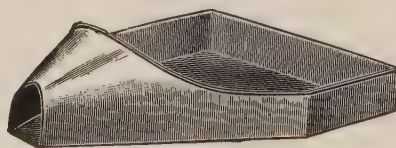
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Sioux City Chicago  
Grain Business in All Branches

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We buy grain for all markets  
Call us for bids  
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All Grains--All Grades  
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Handle our scientifically made, celebrated, "APCO" live stock feed and you will make more money; for "APCO" feeds without exception are always popular wherever they are tried. **WRITE AT ONCE--TODAY**—for full particulars, circulars and prices.  
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Tell us what you need for your Grain Elevator and we'll tell you where to get it. We make no charge whatever for this service.  
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In Business Since 1855  
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20 Years Experience in assembling and  
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We make track bids and quote delivered prices.  
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New Wheat or Oats  
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International Game, played in Toledo, Ohio.  
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There is great satisfaction in trusting your  
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In the Market for**Red Winter Wheat**

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For Results, Let

**H.W. FLETCHER & CO.  
BROKERS**handle your Flour, Grain, Hay  
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BROKERS SINCE 1890  
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—TO—  
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"The Top of the Market for You"

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Operators of The Conover-McHenry Elevator.  
Storage Capacity, 600,000 Bushels Daily. Handling Capacity, 150 Cars.  
Grain Bought to Arrive or Sold for Shipment.  
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Peoria offers a strong outlet for  
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RECEIVERS AND SHIPPERS BUFFALO, NEW YORK



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It Leads to Success  
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Place an ad. in the "Wanted" or "For Sale"  
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MILWAUKEE, WIS.  
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Get our bids before selling  
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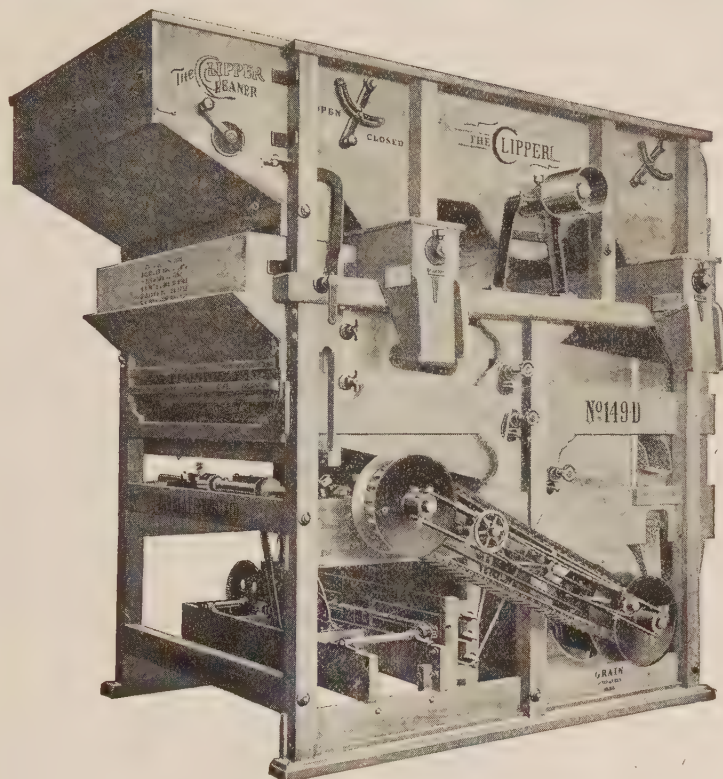
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# CLIPPER

## Double Suction Grain Cleaners

No. 149-D and No. 8-D



Do you realize the practical changes that have been made in the mechanism of the Clipper Cleaner in the last few years?

**Variable Air Regulator  
Ball Bearing Suction Fans  
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Improved Screen Holders  
New Type Cross-Head for  
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Brush Carrier Adjustment**

In all these ideas the Clipper leads the Grain Cleaner industry, and it is just such things that make the Clipper the most popular Cleaner on the market today.

No other machines have as many wonderful time and labor saving devices. Skilled labor is constantly becoming higher

in price and more difficult to secure. Every move or every minute saved will enable you to take care of your business more easily and more profitably.

The Double Screen system by which the wheat and oats screens are always in the shoe, save the trouble of changing screens. The grain is shifted by a gate onto the screen you desire to use.

Our Traveling Brush system prevents the screens from filling and the screens work to limit capacity and highest efficiency all the time.

Ball Bearings on Exhaust fans reduce friction, save power and eliminate hot bearings.

The Variable Air Regulator enables you to secure the desired blast without any annoying changes of pulleys or shifting of belts.

The improvements, labor and time saving devices on our machines make it well worth your time to investigate our claims if you are interested in grain cleaning equipment.

May we send you catalog of our complete line?

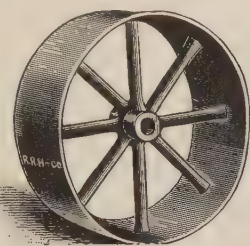
**A. T. FERRELL & CO.**

Saginaw, W. S., Michigan



## WHEN THAT BREAK-DOWN COMES — LET US TAKE CARE OF YOU

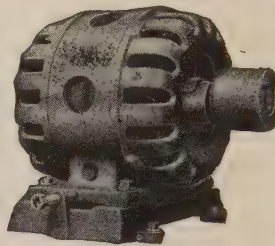
Our large and complete stock of Elevator and Mill Machinery and Supplies always on hand enables you to get just what you want, and get it quickly. Included in our line are:



Pulleys  
Belting  
Elevator Buckets  
Grain Spouts  
Boots and Heads  
Man Lifts  
Gas and Oil Engines  
Electric Motors

Spiral Conveyors  
Shafting  
Car Movers  
Power Grain Shovels  
Wagon and Truck Dumps  
Corn Shellers  
Scales  
Sprocket Wheels

Chain Belt  
Rope Sheaves  
Transmission Rope  
Friction Clutches  
Lifting Jacks  
Brooms  
Car Liners  
Coal Handling Supplies



## HOWELL ROLLER FEED MILLS

Our prices are right. Our careful, reliable service assures you satisfaction. Write for our big 1920 Catalog and manufacturer's discount sheet.

**R.R. HOWELL & CO.**  
MINNEAPOLIS MINN.



### 35 YEARS AGO

millers considered the Triumph a good sheller.

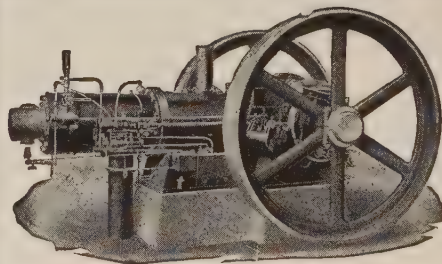
Today it is much better. It has kept up with the times. It has been greatly improved. It is simpler and does its work better than it ever did.

When you buy a Triumph Sheller you buy a proved machine. You buy a machine that has stood the test of 35 years of extensive use.

We want to send you a new and interesting bulletin on Triumph Corn Shellers. A postal will bring it to you.

**THE C.O. BARTLETT & SNOW CO.**  
Main Office and Works: Cleveland, Ohio

No. 1192



### Real Power—

the kind that you can depend upon at all times is the kind of power you want. And you want this kind of power as cheap as you can get it. The MUNCIE OIL Engine for many years has been giving satisfactory service in hundreds of country elevators. It should be in yours. Here are a few

#### Reasons Why

Lower Fuel Cost  
Closer Regulation  
No Shut-downs  
More Power

Steadier Power  
Greater Reliability  
Fewer Repairs  
Lower Upkeep

Write for proof of facts.

**MUNCIE OIL ENGINE CO.**  
518 JACKSON STREET MUNCIE, IND.



Drive Pulley

**L. T. TUCKER & CO.**  
FRANKFORD FLOUR MILLS  
FRANKFORD, MO.

**OUTLINE ROLLER MILL DRIVE**

Horsepower Required	5
Speed Drive Pulley	120 R. P. M.
Belt Speed	1571 F. P. M.

**G. T. M. SPECIFIED**  
6" 4 PLY  
**GOODYEAR BLUE STREAK**  
INSTALLED APRIL, 1917

Copyright 1920, by The Goodyear Tire &amp; Rubber Co.

## The Roller Mill Drive—and the G. T. M.

*Roll drives in flour mills are pretty much all alike* in the strain they impose on belting. They subject both sides of the belt to contact with the pulleys, causing a flexing action that takes the life out of the average belt.

**Any unusual duty is a challenge** to the G. T. M. — Goodyear Technical Man — and he called on L. T. Tucker & Co., of Frankford Mills, Frankford, Mo., to see if they could not figure out together a way to more economical belt performance, over a longer period of use.

**He outlined the Goodyear Analysis Plan** by which Goodyear Mechanical Goods are specified exactly to the service required, so that they will not only serve the work more effectively, but contribute their proper share to the profitable operation of the entire plant. He dwelt on the established Goodyear practice of building the belt to the work to be done, with long-run economy always the object in view.

**Full co-operation was given** the G. T. M. in his study of the details of the drive. The miller supplemented the G. T. M.'s measurements of pulleys, center-to-center distances, and so on, with practical data about the actual running conditions. The resulting specifications first were checked carefully,

and a 35-foot, 6-inch, 4-ply Goodyear Blue Streak Belt was installed in April, 1917.

**For more than three years now** that Goodyear Blue Streak Belt has transmitted power on the straining roll drive without a trace of slippage, and with a minimum of stretch. Fastened with rawhide lace, it shows no sign of wear, has run trouble-free amid the ever-present dust, and has cost almost nothing for repairs. Its sturdiness has assured the fine-milled quality of the flour.

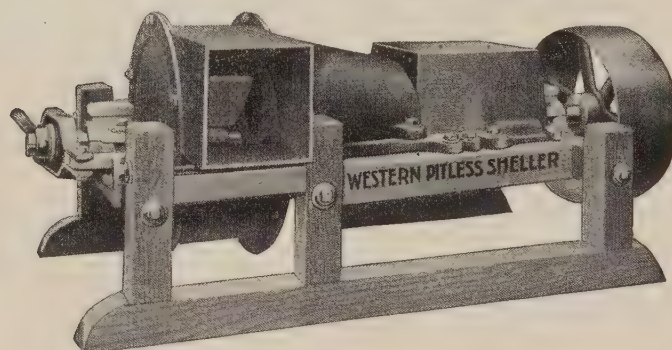
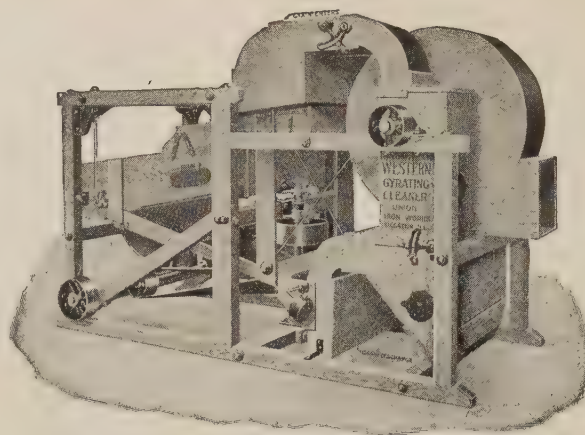
**Its operating economy began with its purchase.**

Though Goodyear Belts usually cost a little more in the first place, this one cost 23% less than the belt it replaced. This fact, and the record it has set for unfailing performance, have brought into different service in the Frankford Mills other Goodyear Belts, each of them specified to its particular work, and all of them uniform in the construction and quality that protect our good name.

**You may have a belting problem**, involving either a drive or an entire plant, on which the G. T. M. could figure with profit to you. His services are at your command. Write for them, or for further information about the Goodyear Analysis Plan, to The Goodyear Tire & Rubber Company, Akron, O.

BELTING • PACKING HOSE • VALVES  
**GOODYEAR**





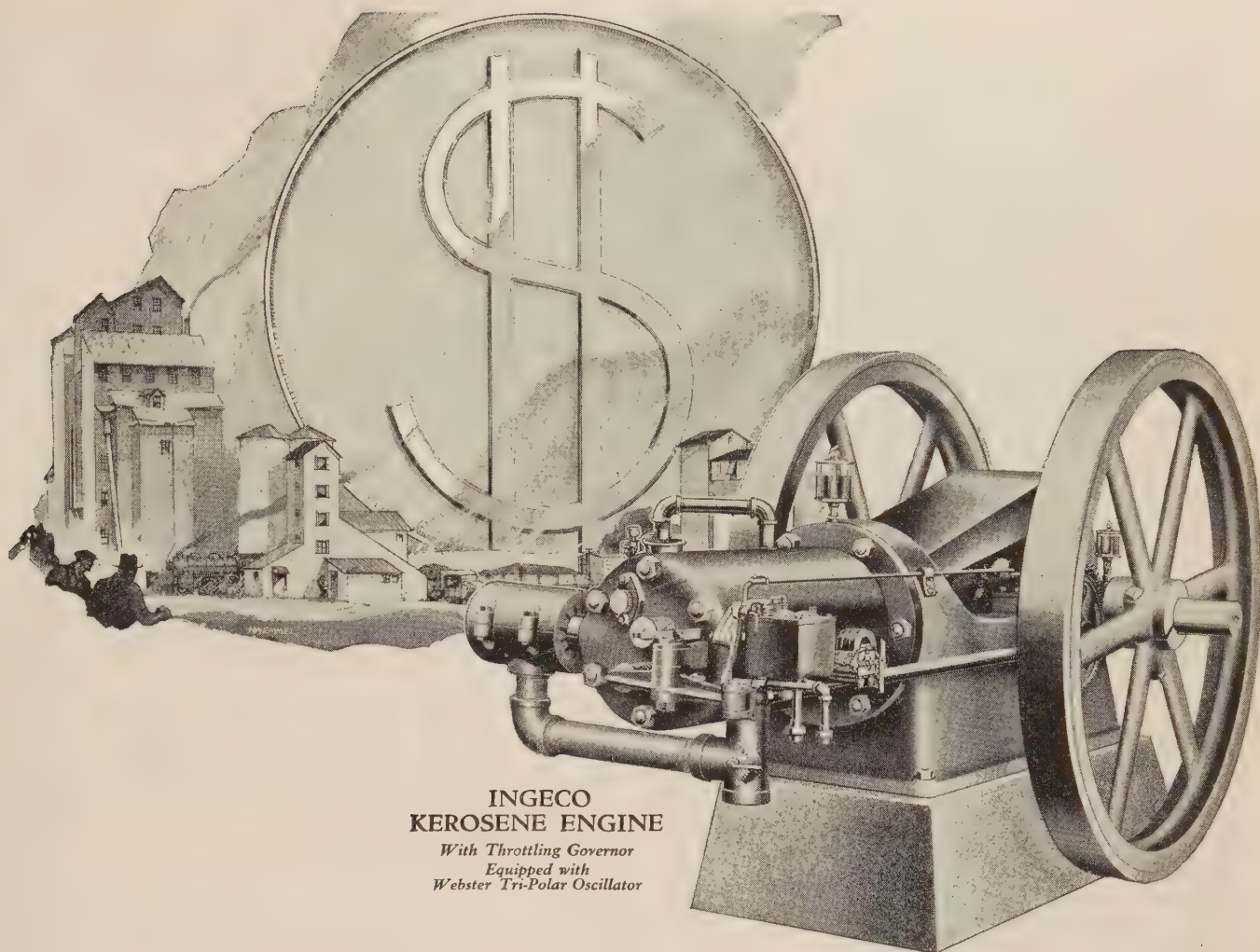
## ELEVATOR MACHINERY

The "Western Line" comprises everything needed to make an Elevator efficient and successful. We manufacture all necessary equipment, and anticipate fully the requirements of the trade. If your plant is fitted with "Western" machinery there is little fear of difficulty, but whenever things go wrong this is the house to supply you. We employ a large force of expert engineers and have spent a lifetime studying the needs of Elevator requirements. All our facilities are at your disposal.

Forty years of continuous service and satisfaction have given the "Western" line a reputation for reliability and performance that to us is as good as a copyright. Whenever equipment is wanted in a hurry we are at our best, and if you've the slightest idea of remodeling or repairing, get in touch with us at once. You should have our new catalog for quick references, and always think "Western" when in need of any elevator equipment.

### UNION IRON WORKS, Decatur, Ill.





INGECO  
KEROSENE ENGINE  
*With Throttling Governor  
Equipped with  
Webster Tri-Polar Oscillator*

## —A Profitable Grain Elevator Investment

EVERY dollar invested in an Ingeco Engine works for you at a profit 52 weeks in the year. Ingeco Throttling Governor Kerosene Engines are rugged and strong—quick starting (equipped with Webster Tri-Polar Oscillators) — maintain uniform speed under varying loads. Sizes: 10 to 125 h. p.

With an Ingeco, grain can be elevated quickly—more customers handled in a day. This, with low fuel consumption, low upkeep, full-rated power on kerosene and cheap fuels, gives you a grain elevator investment which pays good dividends every working day in the year.

*Before making a final decision on a kerosene engine, examine the Ingeco or read Bulletin AA—a treatise on gas engine performance. For full details address:*

**WORTHINGTON PUMP AND MACHINERY CORPORATION**  
309 Holthoff Place, Cudahy, Wis. (Suburb of Milwaukee)

*Executive Offices: 115 Broadway, New York City*





# 20 YEARS

## A Money Maker For Dealers

"The best thing about your Sucrene Dairy Feed is that it satisfies the dairyman, as every bag we put out is a repeater." — E. C. Everett, Marysville, Ky.

"For many years we have handled your Sucrene Dairy Feed. We consider it one of the best and most economical feeds in the market, always up to the guarantee." — S. S. Dixon, Toledo, Ohio.

"I have tested almost all commercial feeds offered to corn belt swine growers. I found your feed to be the very highest quality, with growing power on young stock to develop them into the most perfect specimens I have ever seen." — E. C. Stone, Secy., American Hampshire Swine Record Assn.

"We have sold Sucrene Feeds for several years and take pleasure in advising that our customers are perfectly satisfied with your products. As evidence we enclose order for another carload. We can especially recommend your Sucrene Hog Meal." — Canal Elevator Co., Peru, Ind.

"Since we commenced to handle your Scratch and Chick Feeds, we have largely increased our poultry feed sales; and at present rate will handle fifty cars of this feed this year. The cleanliness and uniform quality of these feeds appeal to our trade." — The James McCoy Co., Peoria, Ill.

# SUCRENE FEEDS

20 YEARS—20 REASONS why Sucrene Feeds should be your logical choice for feed-handling profits.

Each succeeding year has added new triumphs to Sucrene Feeds. Constant demands on the part of the feeder have inspired the dealer to keep well stocked on Sucrene products, and as a result enormous sales have followed.

Your strongest basis for sales, next to the peculiarly favorable conditions in the feeding world, are the

## Remarkable Feeding Records

which stock raisers, dairy men and poultry men have made in recent years with

Sucrene Dairy Feed  
Sucrene Hog Meal  
Sucrene Calf Meal  
Sucrene Horse Feed  
with Alfalfa

Sucrene Poultry Mash with Buttermilk  
Sucrene Scratch Feeds  
Amco Dairy Feed, 25% Protein for  
Heavy Milkers  
Empire 20% Dairy Feed

Sucrene Feeds have always been advertised in a big way. The demand for them is greater than ever, and our new mill at Peoria enables us to meet it.

Let us have your order at once for a supply that will enable you to take care of the business that's waiting for you.

## AMERICAN MILLING COMPANY

Main Office and Mills: Peoria, Illinois

Branch Offices:

Philadelphia, Pa., 205 The Bourse. Boston, Mass., 85 Broad St., Boston 9.



## Kansas Winds

The Blair Milling Co. elevator at Atchison, Kans., is like all country elevators, a "sky-scraper" unprotected from windstorms.

A poor grade of metal siding becomes rusted out and torn loose by the winds. Elevator siding loosened by the wind makes a good lodging place for locomotive sparks. Locomotive sparks cause 13% of the fires in the grain trade.

The Burrell Engineering & Construction Co. sided the Blair elevator with American Ingot Iron—it's rust resisting.

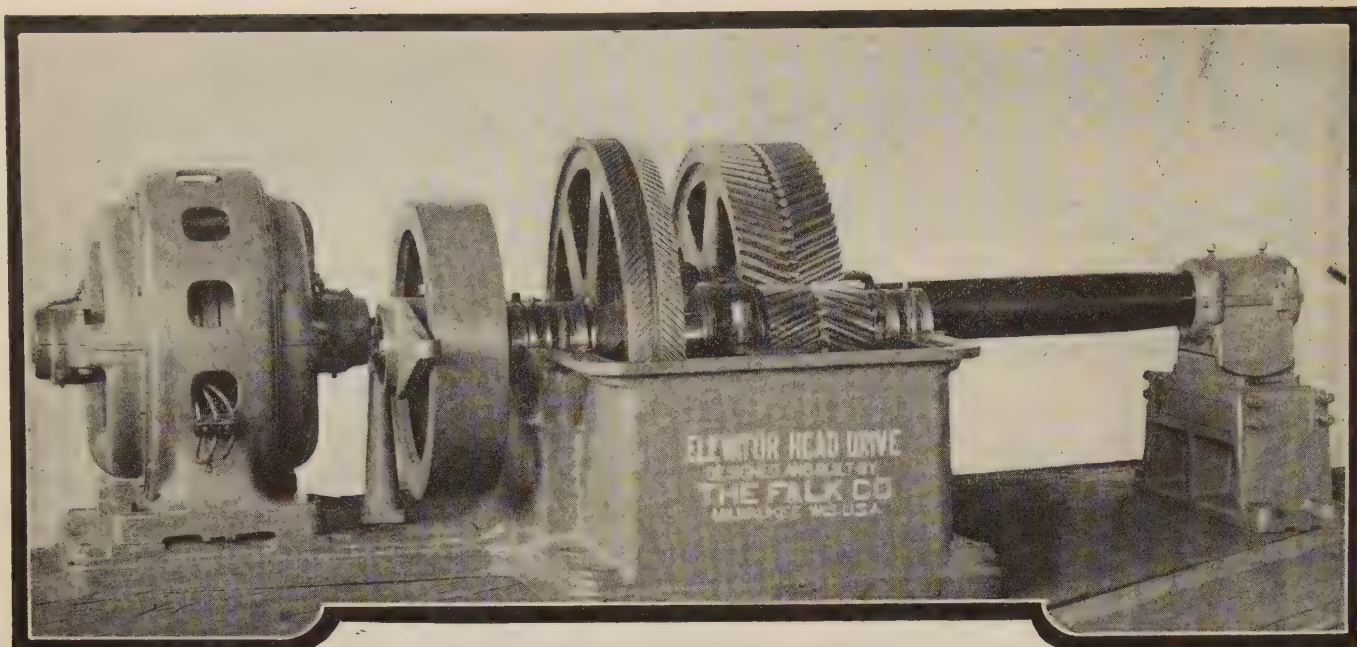
Reliable builders with a reputation for responsible work specify Armco.



The American Rolling Mill Co.  
Middletown, Ohio







## Ready for the World's Most Modern Elevator

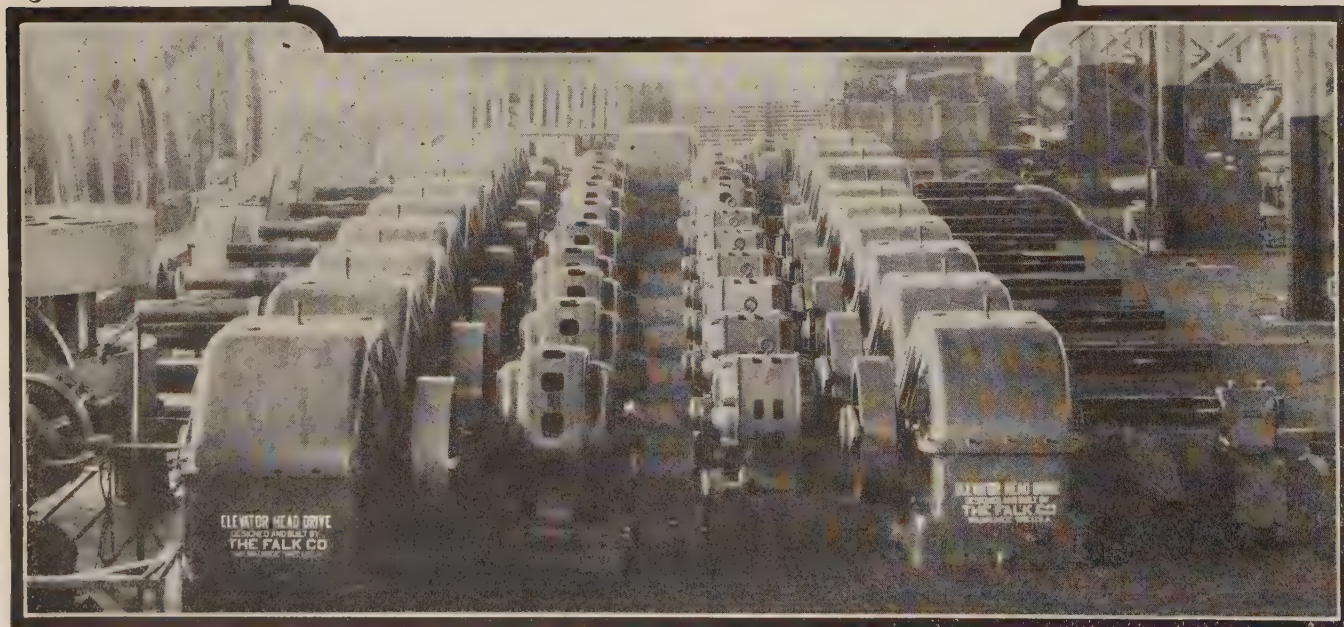
The Northern Central Elevator of 5,000,000 bus. capacity now being built by the James Stewart & Co., at Canton, Baltimore, Md., is designed to be the most efficient Grain handling plant ever built.

Elevator legs will be equipped with 100 and 150 h. p. motors having a speed of about 800 R.P.M. In order to reduce this speed to about 30 R.P.M., the speed of the head pulley, The Falk Co. designed herringbone reduction gears for all 19 legs.

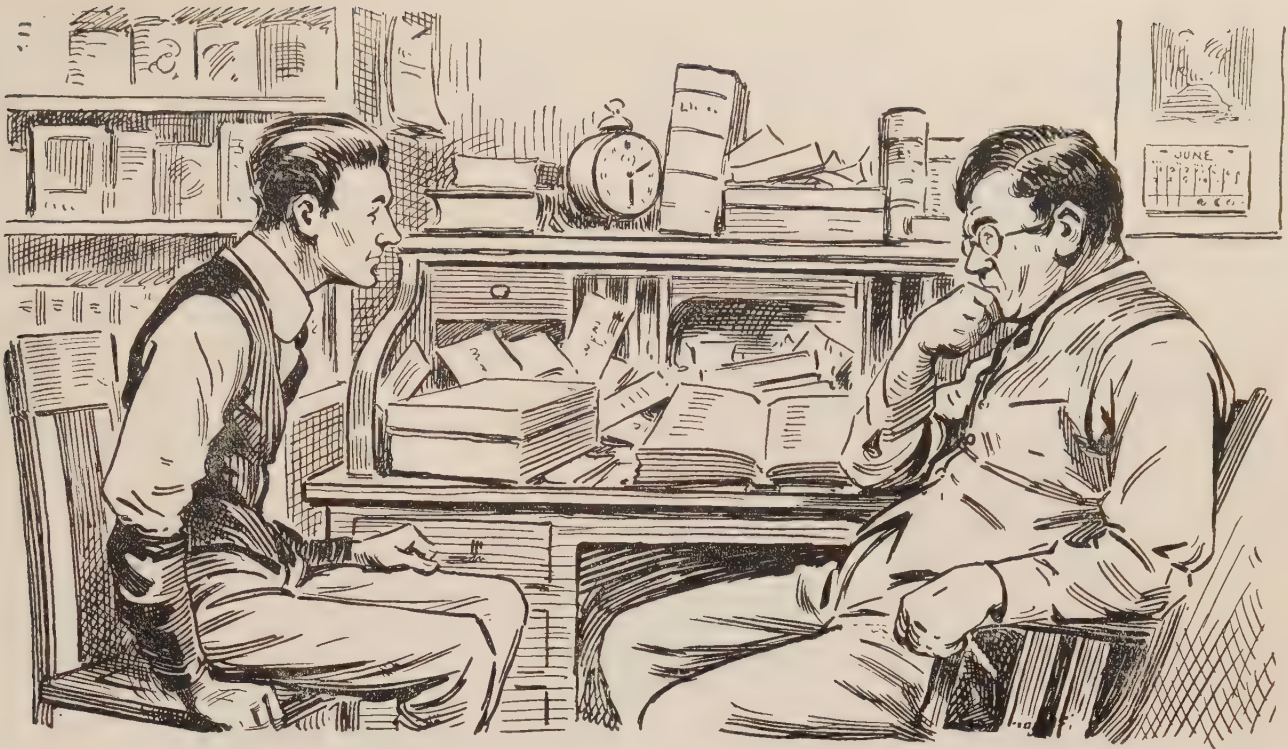
Owing to the high efficiency and the saving in power consumption in these gears being so highly satisfactory, the James Stewart Co. have decided to use them on all drives requiring the necessary speed reduction.

### THE FALK CO.

Milwaukee, Wisconsin







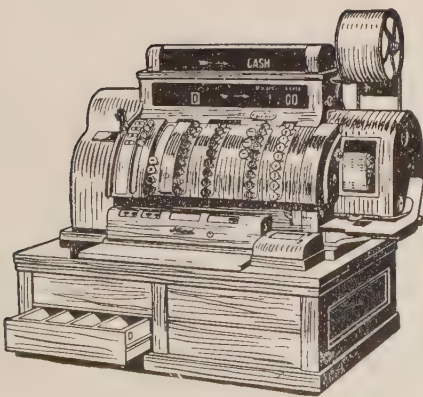
## An up-to-date National Cash Register would tell if this clerk is worth the raise that he is asking for.

NATIONAL Cash Register records would tell instantly whether this clerk had increased his sales enough to make him worth more money.

Up-to-date National Cash Registers give complete daily records of how much each clerk is selling and the number of customers each clerk is waiting on.

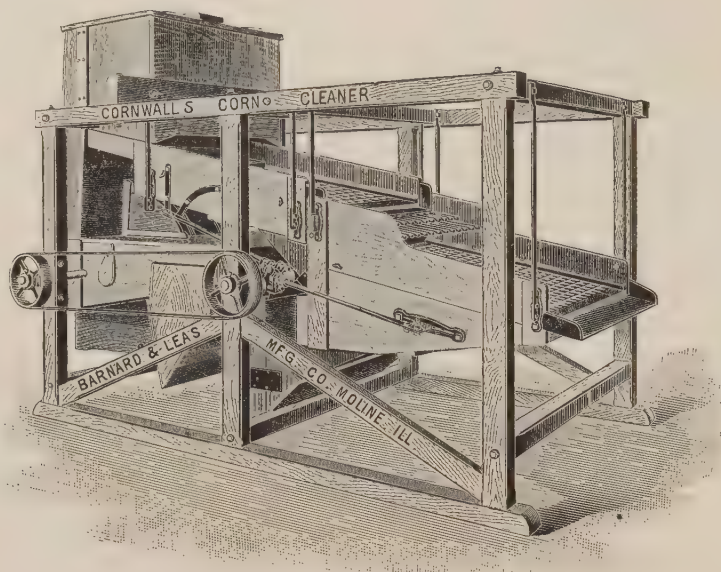
They show which clerks are the most valuable. They enable merchants to fix wages on actual selling records.

They give the records needed for a profit sharing or bonus system. This makes the clerks directly interested in the success of the business. It puts them on their mettle and results in increased business.



The National Cash Register Company, Dayton, Ohio  
Offices in all the principal cities of the world





**Barnard-  
Cornwall  
Corn  
Cleaner**

## Clean Your Corn The Barnard-Cornwall Way

and save your profits. It has been tried and proven correct in thousands of mills and elevators throughout the country. There is absolutely no question as to its superior cleaning qualities, because it is equipped with our patented finger sieve, which not only prevents clogging, but absolutely removes the small cob ends and pieces of cob always present in corn cleaned by other machines.

This machine is dustless, light running and durable, never clogs, saves the screenings for feed, and cleans the corn thoroughly in one operation. Sieves for small grain can be placed on the shaker without removing the corn sieves. Write for Bulletin 16-M and learn all about it.

*"We have everything for Elevator and Feed Mill, from pit to cupola."*

**BARNARD & LEAS MFG. CO.**  
MILL BUILDERS AND  
MILL FURNISHERS  
ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.

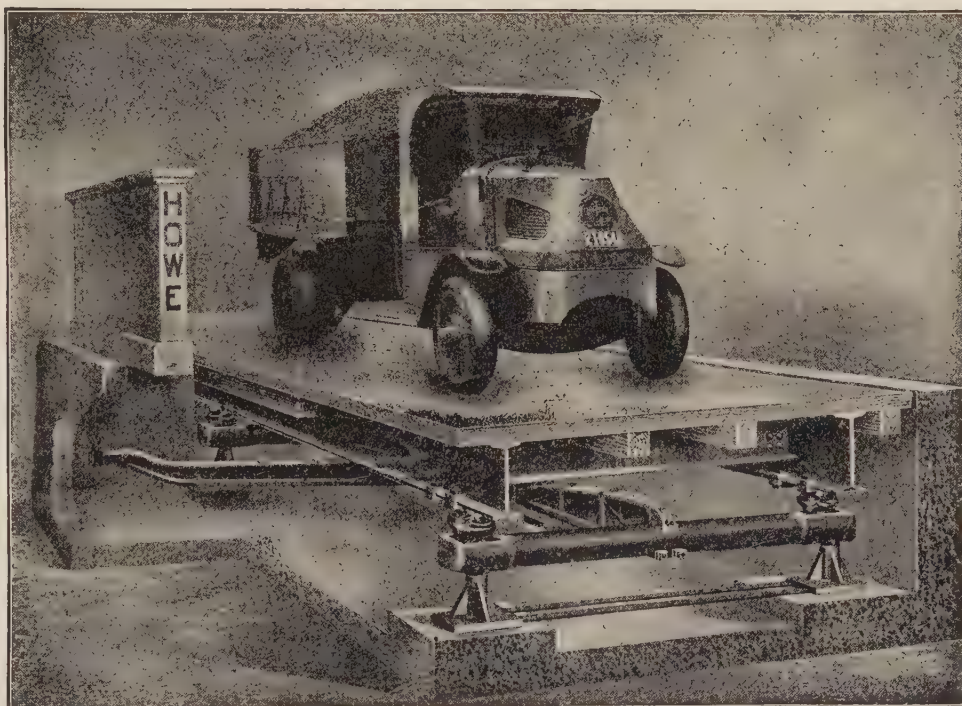


# Howe Auto Truck Scales with Ball Bearing Platform

The large increase in the use of Auto Trucks throughout the country has created an enormous demand for Auto truck scales.

If you *buy and sell by weight* you want the best weighing device made. The HOWE will answer this description. The 1920 demand will be greater than the supply. *Get your order in early.*

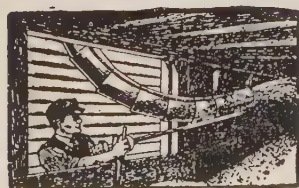
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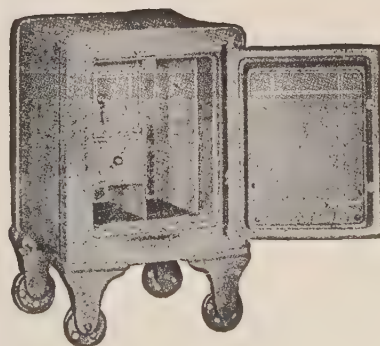
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Spiral Conveyor

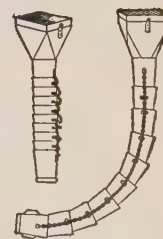


Flexible Spout Holder



Fire Proof Safes

Flexible  
Loading  
Spouts



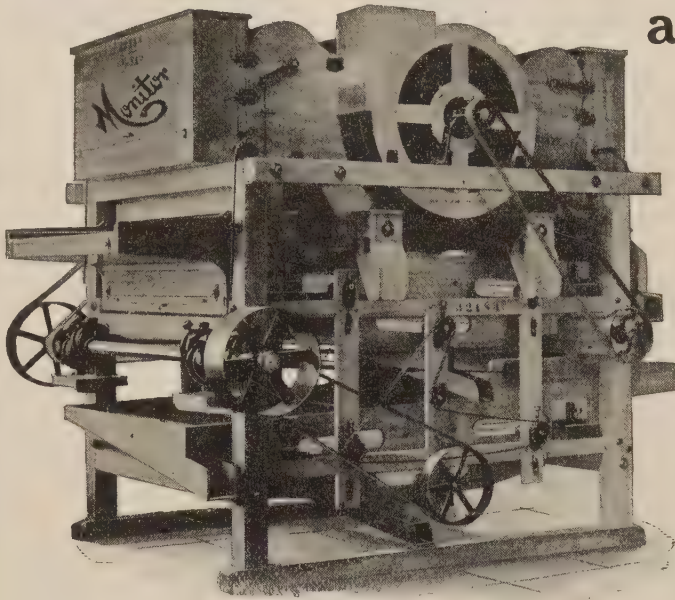
All Styles Buckets

We carry large stocks of Pulleys, Belting, Sprockets, Transmission Rope, etc., for prompt shipment. When in need write us.

American Supply & Machinery Co., Omaha, Nebraska



## In a Letter Received in June 1920 a Monitor User Wrote:



"What is the price of your MONITOR Flax Separator? The one which I bought this spring is doing such good work that I can use another."

This Letter is on File at our Office

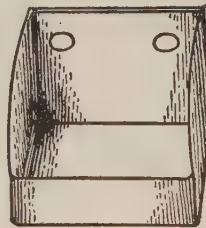
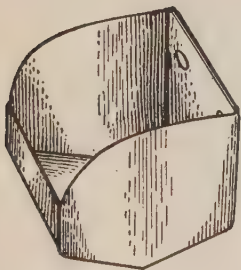
*It is a Fair Expression of the  
Views of all MONITOR Users*

Canadian Plant  
**HUNTLEY MFG. CO., Ltd.**  
Tillsonburg, Ont.

# HUNTLEY MFG. CO.

P. O. DRAWER B  
SILVER CREEK, N. Y.

## "D P" SUPERIOR CUPS



### —the High Capacity, High Speed Cup

"D P" Superior elevator cups are not in the experimental stage; the actual performance of these cups is nothing short of remarkable. The combination of high speed, larger contents and reduced distance between cups results in a capacity four to five times that of ordinary cups of the same dimensions.

#### Results Obtained

Perfect discharge at indicated low or high speed.  
A speed three times the ordinary.  
Contents 25 to 40% more than ordinary cups.  
Distance between cups reduced materially.  
Higher speed, reducing size of equipment and eliminating gears,—reduction of power consumed and initial cost.

Responsible concerns can try this cup at our risk! Write us!

**MOLINE** **C** **SUPERIOR**  
**MILL** **CO.** **MILL**  
**MANFG.** **MACHINERY**  
MOLINE, ILLINOIS, U.S.A.

**O**UR MOTTO for over twenty-five years has been **SAFETY FIRST.**

During these years we have equipped thousands of elevators with dust collecting systems to



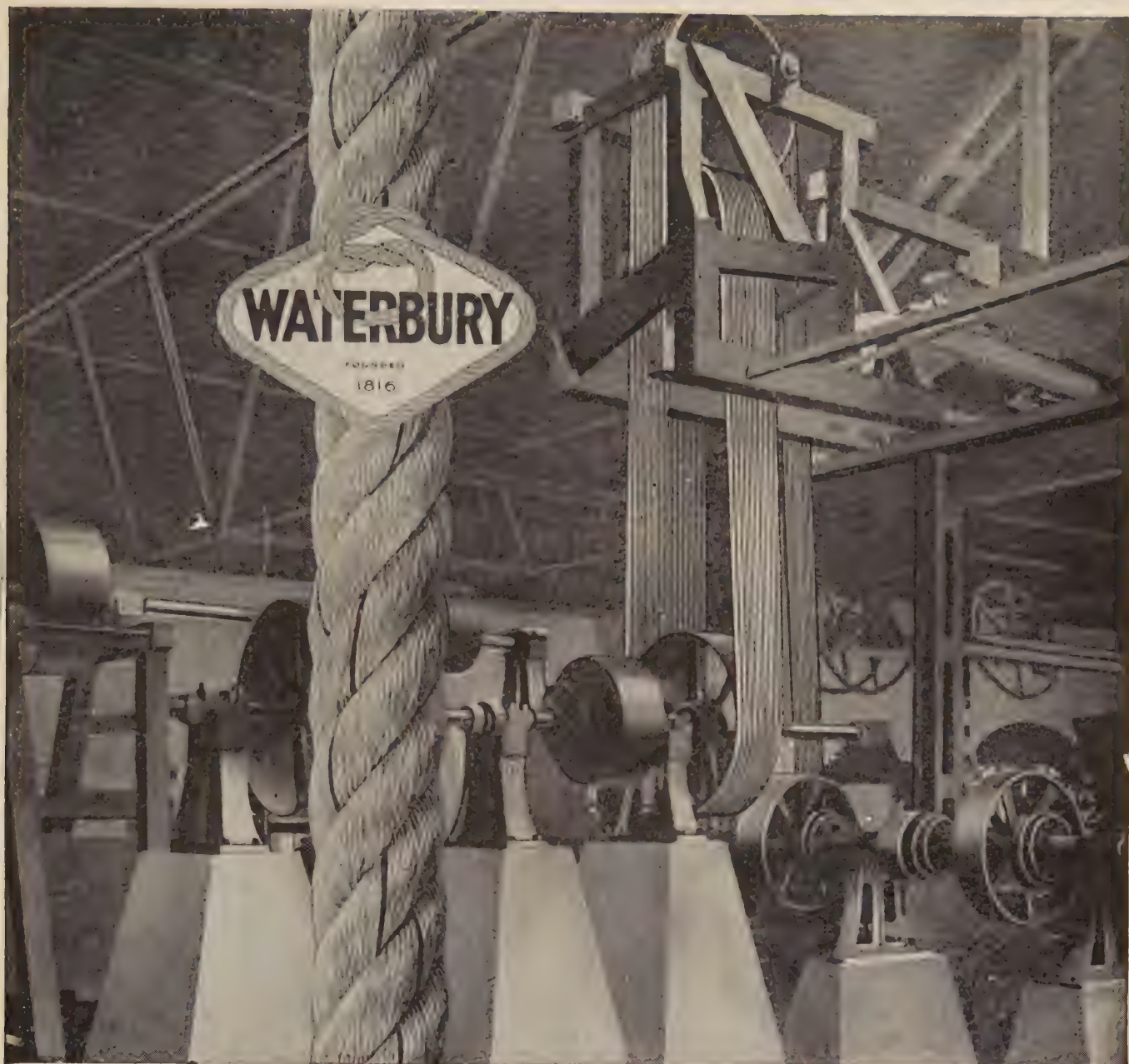
prevent explosions, and no dust explosion or loss of a single life has occurred in one of them.

Your liability attaches if you don't protect your elevator and workers.

FOR CATALOGUE, WRITE

**THE DAY COMPANY**  
Minneapolis, Minn.





Waterbury Transmission Rope is made as perfect as the best fibre, machinery and workmanship can produce — and every coil is guaranteed.

— reason enough for Waterbury rope drive.

## WATERBURY COMPANY

63 PARK ROW, NEW YORK

MAKERS OF WIRE, ARMORED, FIBRE  
AND FIBRECLAD ROPE AND MUSIC WIRE

CHICAGO . . . . .	609-613 North La Salle St.
SAN FRANCISCO . . . . .	151-161 Main St.
NEW ORLEANS . . . . .	1018 Maison Blanche Bldg.
DALLAS, TEX. . . . .	A. T. Powell & Co.



160,000 rope buyers use the Waterbury Green Book as a guide. A copy will be sent you on request.



# Samples

of

Grain, Feed, Seed and  
Flour

packed and mailed in

# Spear Envelopes

always reach their destination  
promptly and in good condition

## SPEAR ENVELOPES

have such a positive closing principle and are built so well that you cannot afford to experiment with others.

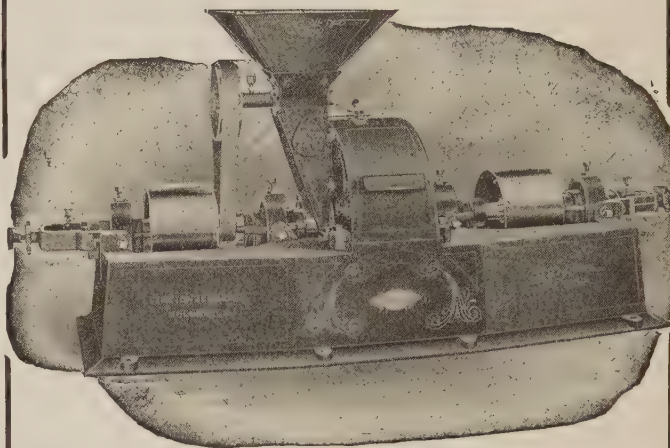
Let us send you samples and prices.  
Test them in any way you desire and your order  
will soon follow.

**HEYWOOD  
MANUFACTURING Co.**

420 North Third Street  
MINNEAPOLIS, MINN.

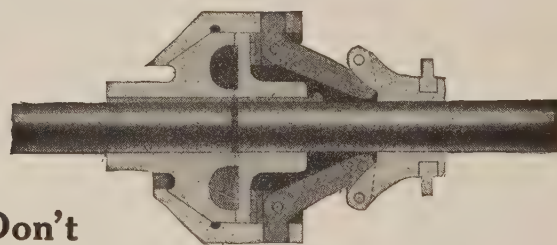
*Manufacturers of Special and Machine  
Made Envelopes. Cereal Shells  
and General Printers*

## You Cannot Judge A Mill by the Advertised Description



If you are interested to know why our "HALSTEAD" has larger capacity; does better work with less power, at about one-half upkeep expense, and original cost of Mill from 40% to 60% less than other makes, write us for catalogue.

**THE ENGELBERG HULLER CO.**  
831 W. Fayette Street SYRACUSE, N. Y.



Don't  
Say Clutch  
Say **PEERLESS**

The PEERLESS Clutch a radically, differently constructed device for this purpose, was designed and proven to have more area of friction surface, less parts, simpler and perfect adjustment, greater stability and longer life. It is constructed entirely of metal of our own formulas and is so mechanically, perfectly assembled that proper lubrication reaches all friction surface. For high speeds and heavy duty we bronze line all friction surfaces in addition to the bronze bush sleeve, which is our standard equipment. The arrangement of links and levers is such that Clutch cannot be accidentally engaged or disengaged.

WRITE FOR DESCRIPTIVE CATALOGUE AND PRICES.

We carry a complete stock of Elevating, Conveying and Power Transmitting Machinery for Grain Elevators, Flour Mills, etc. We are also prepared to design complete Elevators and earnestly solicit your inquiries.

**Essmuller Mill Furnishing Co.**

1216-24 SOUTH 8th ST.

ST. LOUIS, MO.



# THE NEW CARTER DISC SEPARATOR

FOR SEPARATING

## OATS and BARLEY FROM WHEAT

ONCE THRU GIVES A PERFECT CLEAN UP

YOU WILL BE INTERESTED IN THIS MACHINE

WRITE FOR CATALOG

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### CARTER-MAYHEW MFG. COMPANY

607 FIFTH AVENUE, SO.

MINNEAPOLIS, MINN.

Address Canadian Inquiries to STRONG-SCOTT MFG. CO., Ltd., Winnipeg

## A Real Wheat Calculator—

That's What You'll Find in  
THE NEW SOUTHWESTERN WHEAT TABLES

They Compute—

ANY LOAD

From 1,500 lbs.  
to 5,100 lbs.  
in breaks of 10 lbs.

AT ANY PRICE

From \$1.60 per bu.  
to \$4.00 per bu.  
in steps of 1c.

Save yourself Time and Work by ordering  
a Copy Now

FILL OUT THE COUPON

PRICE, \$2.50 EACH, POSTPAID

**SOUTHWESTERN JOURNAL CO.**

103 Board of Trade Annex

KANSAS CITY, MO.

### COUPON

SOUTHWESTERN JOURNAL CO.  
Kansas City, Mo.

Gentlemen:

Please send to the address below .....  
copies of Southwestern Wheat Tables for which

we enclose \$.....

Name.....

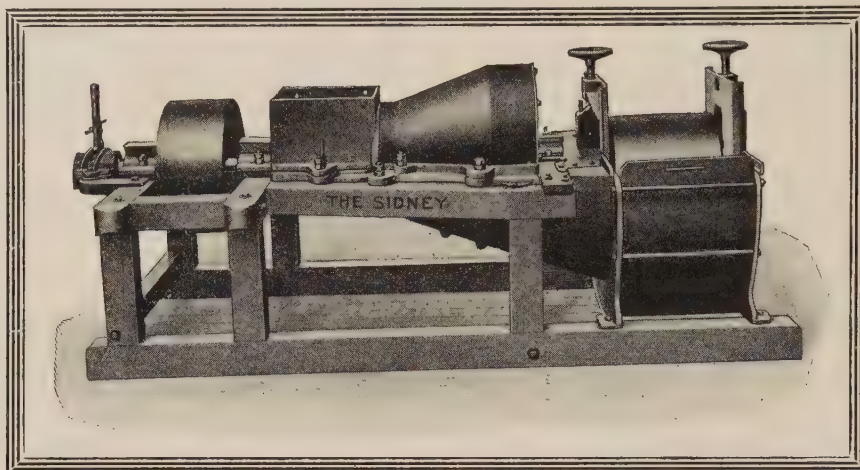
Address.....



# Sidney Combined Sheller and Boot

Works successfully on Corn in any condition, guaranteed

Requires no  
expensive  
hoppering



Boot

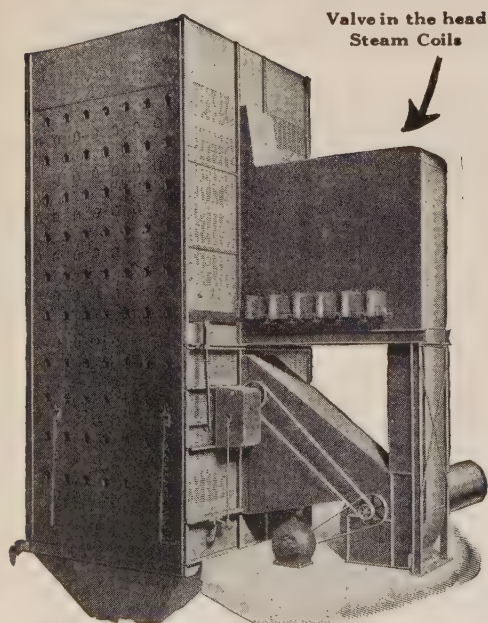
Sheller

Eliminates  
deep tank  
or pit under  
the elevator

*Our catalog, which is yours for the asking, gives further information*

**The Philip Smith Mfg. Company**  
Sidney, Ohio

# MORRIS GRAIN DRIERS



"MORRIS DRIED SAME AS SUN DRIED"

**BE PREPARED**

**BUY AN AUTOMATIC MORRIS**

You will use it every year.

**AUTOMATIC and SELF CONTAINED**

Requiring no special Building Construction. The Automatic feature eliminates an attendant. This is the simplest, most positive and uniform drier made. Write for detailed information and you will BUY A MORRIS if you buy a Drier.

**We Also Offer a Complete Line of Direct Heat Driers**

**THE STRONG-SCOTT MFG. COMPANY**

*"Everything for Every Mill and Elevator"*

GREAT FALLS

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## WEBSTER SERVICE

Webster conveying and elevating equipment has deservedly won high recognition—because back of each installation is a fundamental principle of design and construction, which is permanently reflected in its wonderful service performance and low operating cost.

Your delayed installation may present peculiar conditions—unusual obstacles, but these can be quickly overcome by Webster engineers—who represent a development in conveying practice—far in advance of many present day problems. In this way is maintained the high standard that is looked for in Webster equipment.

If you have an elevator or conveying problem—why not solve it NOW—with the assistance of experienced engineers, and a factory having the prestige of over forty years of successful manufacturing history.

## The Webster Manufacturing Company

4500-4560 Cortland St., Chicago

FACTORIES: TIFFIN, OHIO, AND CHICAGO. SALES OFFICES IN PRINCIPAL CITIES.

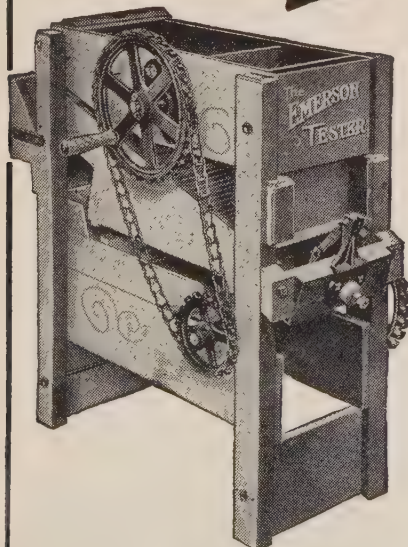
## DOCKAGE TESTER

Adopted by  
U. S. GOVERNMENT

Present conditions demand accuracy in testing grain—your profits depend upon your tester. Don't take chances with experiments or guess.

### THE EMERSON

is no experiment. It is used by all grain men and officials who must test times and under all



### THE NEW KICKER

used by all grain men have accuracy at all conditions.

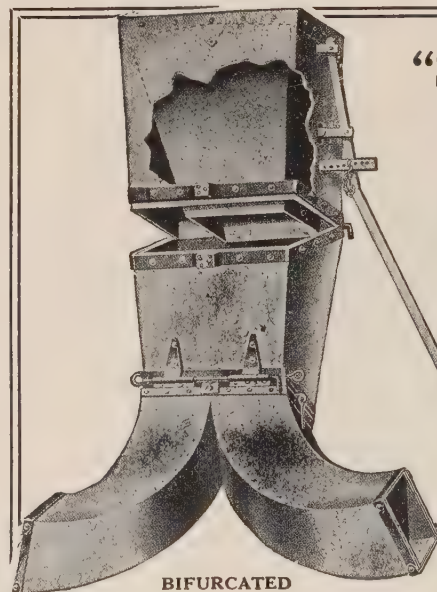
### 10,000 KICKERS

are now in use—the Government uses over 100—Line, Independent and Farmers Elevators all over find the Emerson dependable and a sure enough arbiter between seller and buyer on any dockage dispute.

Write for pamphlet and particulars.

**Emerson Mfg. Co.**  
2819 Lyndale Ave. So.  
Minneapolis, Minn.  
Winnipeg, Can.

Can Be  
Furnished  
with Motor Drive



### "Standard" Car-Loading Spouts

The spout illustrated is one of the best loading spouts on the market.

Where there is sufficient height to give velocity to the flow of grain, this spout will, when once set, load uniformly without change or attention of any kind.

BIFURCATED

Made to fit any size spout.

Write for prices for dependable, efficient and permanent steel or galvanized iron mill and elevator equipment. Get our quotations.

*Unexcelled Manufacturing Facilities*

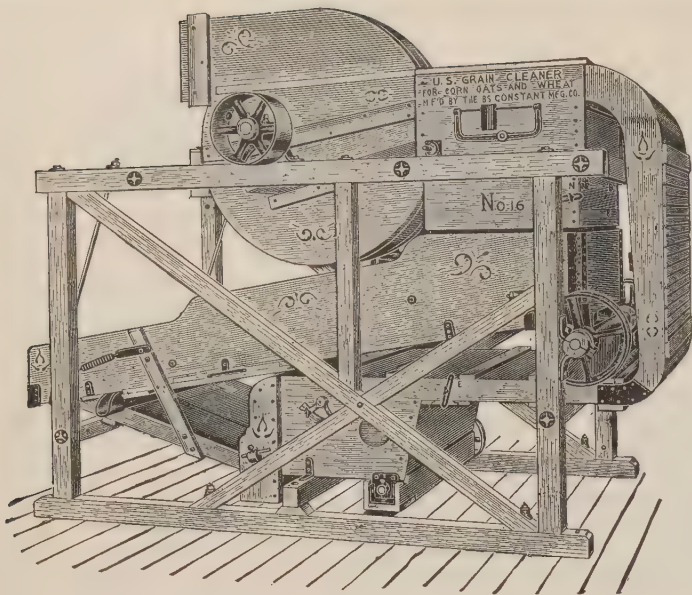
## STANDARD STEEL WORKS

Successors to The Ell-Kay Mfg. Co.

1726 Tracy

Kansas City, Mo.





## Quality Cleaning

You grain men of experience know that clean grain brings a premium price at the terminal markets. For this reason your elevator should be equipped to thoroughly clean all grain before shipping.

### The U. S. Grain Cleaner

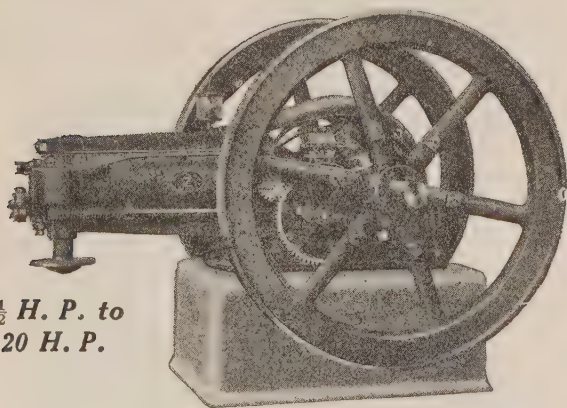
is acknowledged a leader in satisfactory performance, and has built up a reputation for operating efficiency and economy that needs no remarks on our part.

Satisfied users are our best endorsements and to them we will gladly refer any prospective buyers of grain cleaning machinery; knowing their testimony will bring the purchaser to the U. S. factory.

Write for further information about this cleaner and other grain elevator machinery.

## B. S. Constant Manufacturing Co.

Bloomington, Illinois



1½ H. P. to  
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### "Z" Engine Power Keeps Your Grain Moving

For driving elevator and milling equipment the "Z" engine with throttling governor and Bosch High Tension Oscillating Magneto can be depended upon to produce unfailing power with little attention. Your grain will move steadily—no fear of expensive breakdowns or delays.



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to modernize your plant so it will minimize your labor and increase your profits? Is it here?

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| Attrition Mill      | Herringbone Reduction Gears |
| Bag Closing Machine | Lightning Rods              |
| Bags and Burlap     | Manlift                     |
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| Belting             | Oat Clipper                 |
| Boots               | Painting or Repairing       |
| Buckets             | Portable Elevator           |
| Car Liners          | Power { Gas Engine          |
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| Car Seals           | Renewable Fuse              |
| Cleaner             | Rolls for Cracking Corn     |
| Clover Huller       | Sample Envelopes            |
| Coal Conveyor       | Scales                      |
| Conveying Machinery | Scarifying Machine          |
| Distributor         | Self Contained Flour Mill   |
| Dockage Tester      | Separator                   |
| Dump { Auto Truck   | Sheller                     |
| { Wagon             | Sieves                      |
| Dump Controller     | Sliding-Roofing { Asbestos  |
| Dust Collector      | { Steel                     |
| Elevator Leg        | Silent Chain Drive          |
| Elevator Paint      | Spouting                    |
| Feed Mill           | Storage Tanks               |
| Fire Barrels        | Testing Apparatus           |
| Grain Driers        | Transmission Machinery      |
| Grain Tables        | Transmission Rope           |

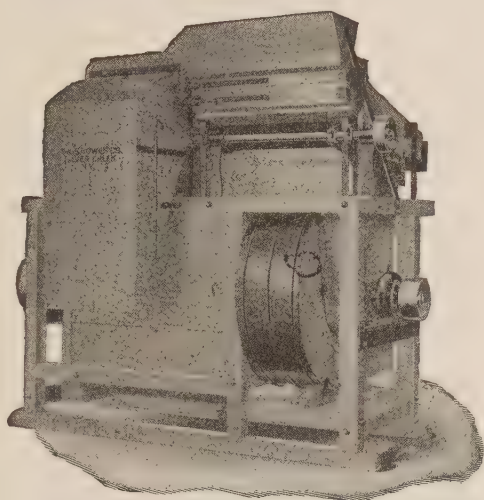
or anything used in a grain elevator.

Draw a line through the supplies wanted, and write us regarding your contemplated improvements or changes. We will place you in communication with reputable firms specializing in what you need, to the end that you will receive information regarding the latest and best.

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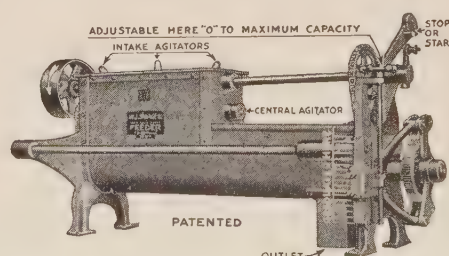
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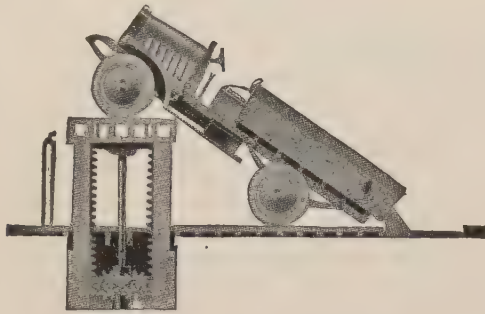


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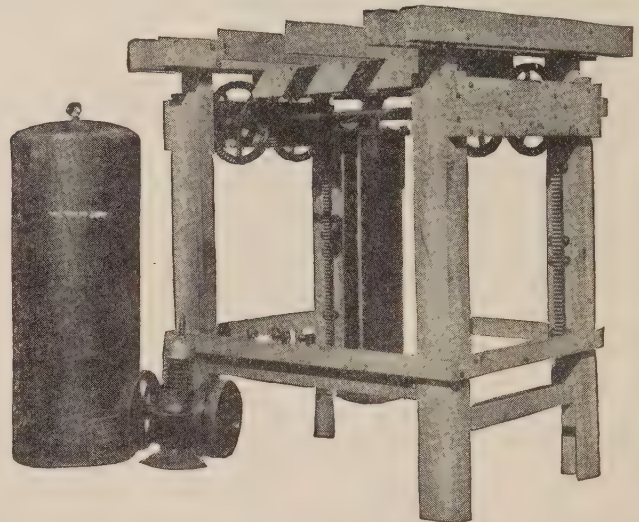
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naturally take considerable pride in their new auto-trucks. If they drive their grain to your elevator and have any damage or injury to the trucks on account of your inadequate truck dumping facilities, it will result in trouble for you generally, and a consequent loss of patronage.



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"We are pleased to state that the Globe Automatic Dump purchased from you last winter has been installed for the past four months and is giving the best of satisfaction. We find it a Time Saver and economical to operate; use about 4 lbs. of air to dump wagon and about 10 lbs. to dump four-ton truck. In general we think it the Best Dump on the market."

The Globe Combination Auto Truck & Wagon Dump is recognized by America's leading elevator contractors today, as the Most Efficient and Best Dump on the market.

Manufactured by  
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We Make Prompt Shipments

## Globe Combination Auto Truck & Wagon Dump

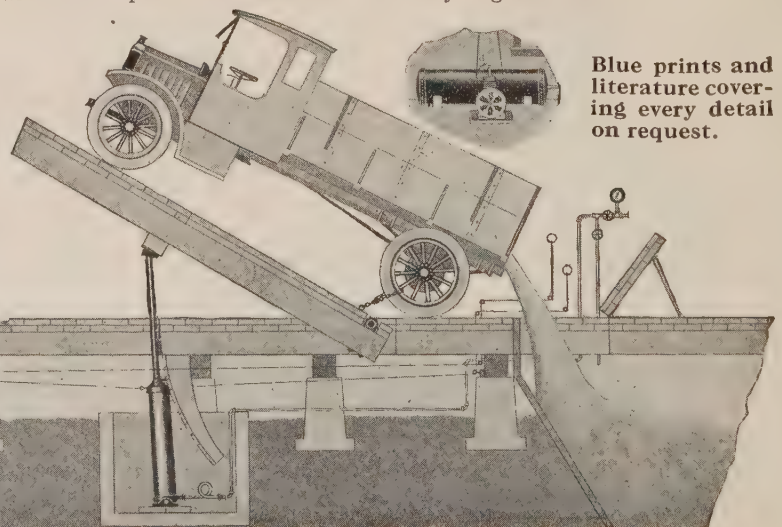
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(SPENCER PATENTS FEB. 1910)

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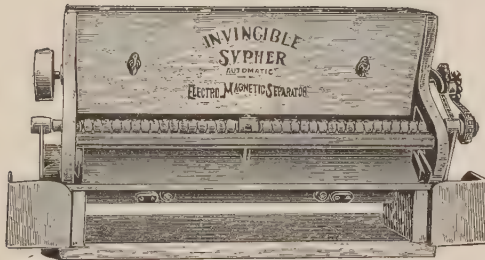
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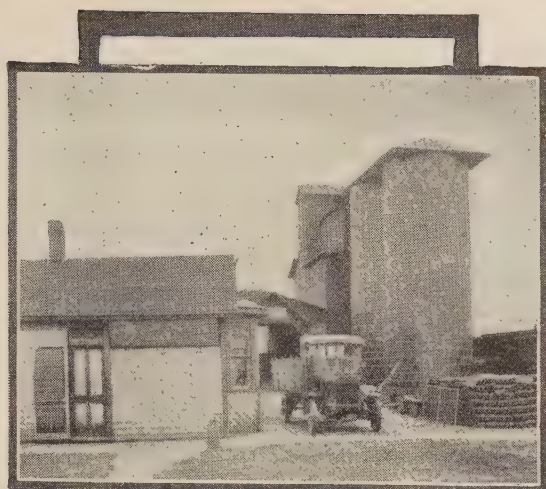
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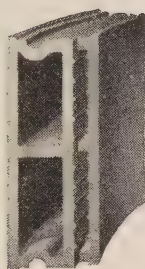
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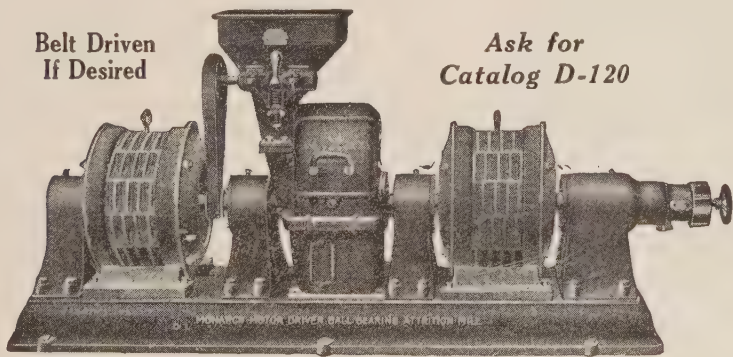
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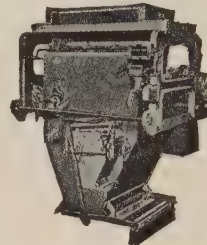
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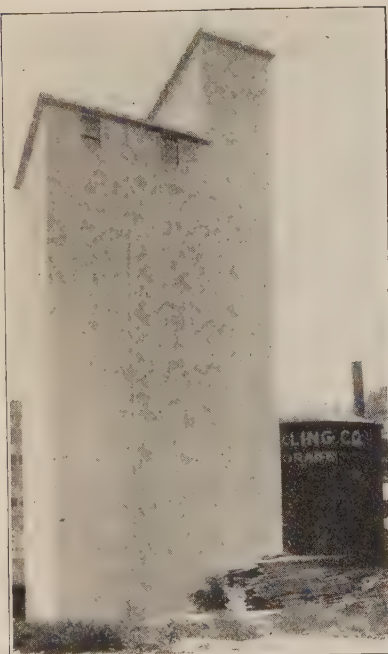
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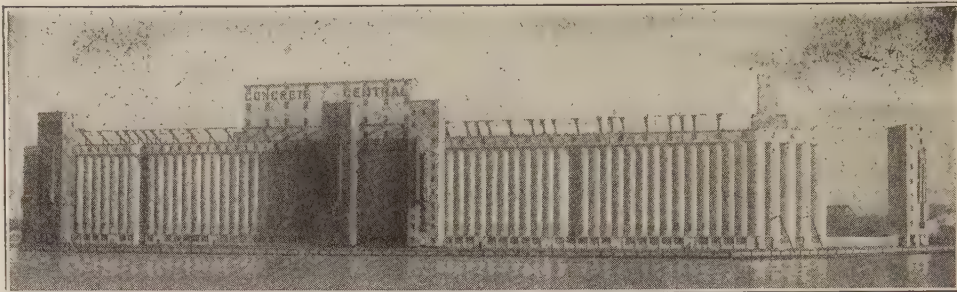


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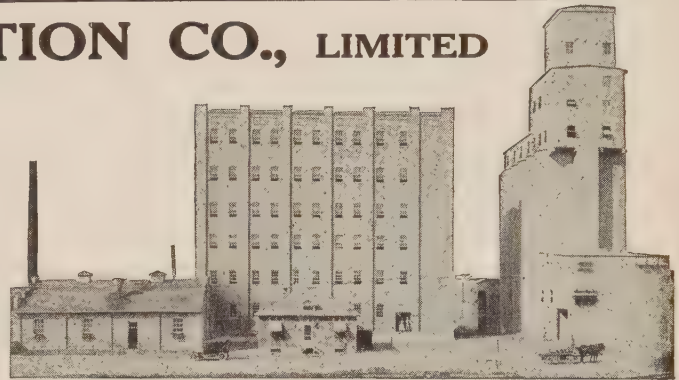
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MILLS AND ELEVATORS

## BURRELL ENGINEERING AND CONSTRUCTION CO.

Established 1897— CHICAGO —Incorporated 1902

Continuously under the management of

GEORGE T. BURRELL, President

DESIGNERS AND BUILDERS

## Grain Elevators, Flour Mills and Related Buildings

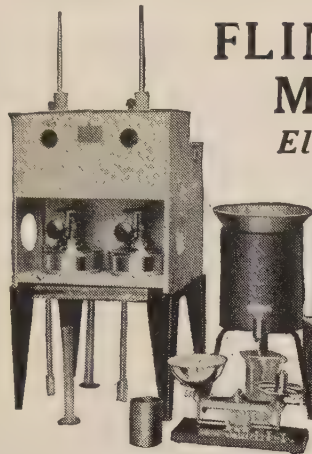
In doing our best, completely and satisfactorily to handle work in  
this field of construction we have sought to establish the fact that

*No job is too small to merit our careful attention and none so large  
as to tax our capabilities.*

1102-10 Webster Building, Chicago, Illinois

404 Scarritt Arcade, Kansas City, Missouri





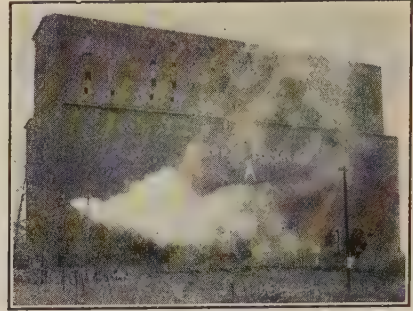
## FLINT-BROWN-DUVEL MOISTURE-TESTERS

*Electric, Gas or Alcohol Heated*

### Eliminate Guess Work

Equipped with certified thermometer, "Pyrex" glass or copper flasks and most accurately calibrated glassware. Over 100 Flint-Brown-Duvel Moisture Testers in use in the mills and elevators of the Russell-Miller Milling Co., also in use by government grain inspection departments. Get in line for handling the coming crop. Wheat Testing Sieves, Grain Triers, etc. Let us send you our Catalogue.

**DE ROO GRAIN LABORATORIES**  
FLINT, MICH.



## Judging by Service

If you judge by years of service then you will decide that

### DIXON'S Silica-Graphite Paint

is the paint you should buy. The lowest price per gallon is the highest per year. A quality paint like Dixon's that has been making long service records for over 50 years, and is made in First Quality only, means economical service at low cost. Write for booklet No. 15-B and convincing records.

Made in JERSEY CITY, N. J., by the  
**JOSEPH DIXON CRUCIBLE COMPANY**  
D X N ESTABLISHED 1827 D X N  
TRADE MARK

## GRAIN STANDARDS' ACT

U. S. Department of Agriculture equips its Grain Laboratories with  
**Torsion Balances.**



5055

Style No. 5055 Corn  
Acidity Determination and Fine Weighings.



Style No. 4000 Used in Moisture Test.

We illustrate above in our Corn and Seed Testing Pamphlet. Copies free upon request.

**WE SELL ANALYTICAL BALANCES**

### The Torsion Balance Co.

Pacific Coast Branch:  
49 California Street  
San Francisco, Cal.

Factory:  
Jersey City, N. J.

Office:  
92 Reads Street  
New York

## An efficient leg in an elevator wins half the battle

More than a thousand elevators escape mixing grain by using a

### Hall Signaling Distributor



and very many are doubling their capacity, reducing cost of operation and maintenance, and more effectively and conveniently doing the work without back-legging or choking by installing a

### HALL SPECIAL

elevator leg with actual results after installation.  
Guaranteed by the

**Hall Distributor Company, 222 Railway Exchange Bldg. Omaha, Nebr.**

## Heavy Elevator Brooms



We specialize on this line of brooms. Made of high grade material and guaranteed to stand up and wear. We feature the low seam at a row which reinforces and lengthens the life of the broom. We ship to every state in the union. Freight allowed on one dozen or more.

Order a Dozen Today

**HANKINS BROOM CO.**  
HASTINGS, NEBR.

## Grain Receiving LEDGER

A book designed for use by Grain Buyers who keep individual accounts with farmer patrons. Is ruled for facts regarding wagon loads received. Its column headings being: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks.

Each of its 204 pages of linen ledger paper, size, 8 1/4 x 13 3/4 inches, is ruled for 42 wagon loads and numbered. Each page may be used for one or more accounts as desired. A marginal index is bound in front. Bound in cloth with leather back and corners. Order Form 43.

Price, \$3.25

**Grain Dealers Journal**  
305 So. La Salle St., CHICAGO, ILL.

Carrying money to the bank becomes a habit with Advertisers who regularly use the advertising pages of the GRAIN DEALERS JOURNAL.



# When The Days Are Hot

and pastures short—that's the time when you should suggest to the dairymen of your community that they feed their dairy cows a ration that will prevent a rundown condition, which results in a falling off of milk production and makes it hard to get their cows back to normal production in the Fall and Winter.

The Feed Dealer who recommends

## **SCHUMACHER FEED AND BIG "Q" DAIRY RATION**

is performing a real service for his patrons because no other feeds so well supply the requirements of farm stock during the short pasture season. Dairymen and stockmen who know insist on Schumacher and Big "Q" because these two well known feeds have proven time and time again that they are the ideal "all the year 'round" feeds for all farm stock.

Write for our "Business Building Plans For Feed Dealers"—it's free. Let us tell you how we will help you DOUBLE your present feed business.

## **The Quaker Oaks Company**

Address, Chicago, U. S. A.

139D





## The Automatic Dump Controller



There are dump controllers new,  
And dump controllers old,  
There are dump controllers on the market  
Which are never sold.  
But we are here to tell you,  
So listen! while we say  
"We're over thirty hundred strong  
And selling more today."

Now is the time for cleaning up and remodeling, so, boys, don't overlook your dump, the most important feature of your plant,—but try and improve it.

*Get the best possible equipment.*

*It's a trade getter and plays for keeps.*

### L. J. McMILLIN

525 Board of Trade Building  
INDIANAPOLIS, IND.



Dust  
Collection  
is

Profit Collection

When You Install a

**NEW "1905"**

### CYCLONE DUST COLLECTOR

In the first place it is saving the possible total loss of your house by dust explosion; second, the dust and screenings so collected can be sold; and in the third place it effects a saving of one-half in power cost. The revenue thus produced by the collector will pay for it many times over.

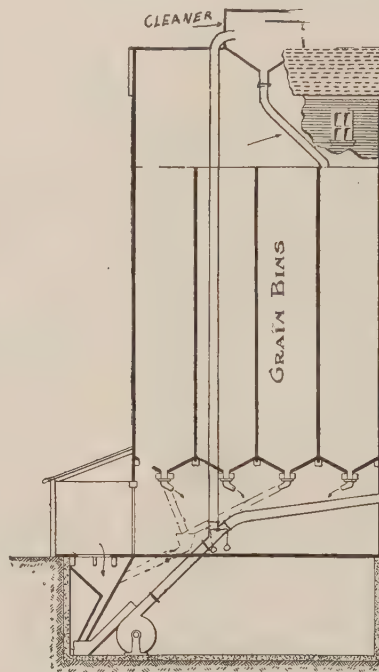
Investigate before it's too late.

**THE KNICKERBOCKER CO.**  
**JACKSON, MICH.**

For Accurate Moisture Tests  
use our Grain Dealers' Air  
Tight Cans for forwarding  
your grain samples.  
**ST. LOUIS PAPER CAN & TUBE CO.**  
ST. LOUIS, MO.

## Bernert Grain Blower and Conditioner

Sectional view elevator installation of the Bernert Grain Blower and Conditioner fitted with Combined Elevator and Loader attachment. Note how simple the equipment. Only one machine with



one pipe leading up into the Cleaner and another leading to the car. By simply pulling the chain leading from the valve lever, connections can be switched in an instant from either elevating to loading, or loading to elevating. No nuts or bolts to be loosened; no stops necessary.

The Bernert Grain Blower and Conditioner is the most simple and most adaptable machine for elevating grain and similar material whether stationed inside or outside of building.

A lower or entirely done away with basement, no overhead transmissions, faster and less expensive installation, all operating machinery on the ground floor, less fire hazard, etc., are all points in favor of this system.

Grain is being received the same as with the

bucket system, spouted or dumped direct into the hopper of the machine.

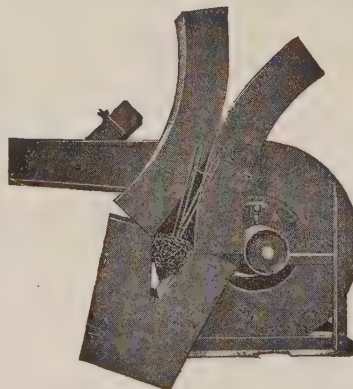
*For further information, write for catalog to the*

### Bernert Mfg. Co.

491 12th Street

MILWAUKEE, WIS.

## DO YOU WANT MORE RAILROAD CARS?



If your elevator is within 150 feet of another railroad, you can load cars on that other road, from your present elevator, by blowing grain from your elevator to cars on that other road, with a Boss Air Blast Car Loader. Cars loaded without scooping, too. Piping may be carried under ground if necessary, then brought to surface, spouting into car.

### Another Way to Meet Car Shortage

If your distance to other railroad is too great, one of our compact, portable Air Blast Car Loaders will solve your problem. They load direct from wagons into cars, without any scooping in the car or from the wagon. They load EAR corn also without scooping.

Maybe you can get cars on that other railroad when you can't on your own. If you can, then it may pay you to investigate fully without obligating yourself in the least.



Write today for our new catalog "GOOD BYE SCOOP."

**MAROA MANUFACTURING CO., Dept. G., Maroa, Ill.**

## Certain Departments

in this number of the GRAIN DEALERS' JOURNAL are especially interesting. After you have read them, consider carefully whether you are not better off with the twenty-four numbers of the Journal, on your desk, or the dollar and fifty cents in your pocket.



# A Toll Saver

Here is a letter from a firm you all know, based on its experience over a period of five years with the Universal Grain Code.

POPE & ECKHARDT CO.

Grain  
Commission Merchants  
West. Un. Bldg.

Chicago, June 2, 1915.

Grain Dealers Journal,  
Chicago, Ill.

Gentlemen:—

Since its publication we have made use of the Universal Grain Code continually in communicating with our customers, and we cheerfully subscribe to the fact that it is, in our opinion, a high class medium for the use of the Grain Trade and other lines incident to it. We find it not only useful, but that it is also a very efficient medium in saving telegraphic tolls. Most of our customers agree with us in the opinion we express herein covering the utility and usefulness of the book. Naturally, it requires a little study to become familiar with and to be able to make use of it to best advantage, but we cheerfully recommend it as a reliable and useful code for the purpose for which it is intended.

Yours truly,

POPE & ECKHARDT CO.  
WNE:S

This is only one letter. Dealers everywhere who have used it pronounce the "Universal" to be far superior to any code ever published for the Grain and Milling Industries.

Its 146 pages of policy bond paper contain 13,745 expressions for modern, present day, trade terms, every one of which means a saving in tolls to you.

Follow the example of Pope & Eckhardt Co. Stop the leaks in YOUR profit account by sending us your order today. Price \$3.00.

**Grain Dealers Journal**

315 So. La Salle St.

Chicago, Ill.

## BOX CARS FOR SALE

100 cars, 60,000 pounds' capacity

500 cars, 40,000 pounds' capacity

Excellent M. C. B. condition

**Pennsylvania Equipment Company**

1420 Chestnut St.

Philadelphia, Pa.

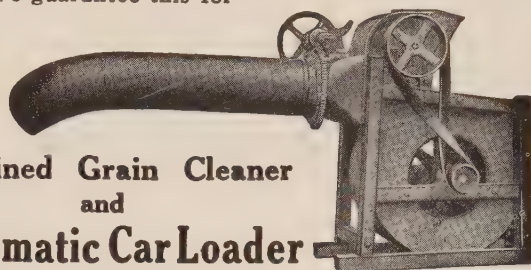
## CLEAN AND LOAD IN ONE OPERATION

Now that grain is commanding such a high price and there is and will be such a demand for it, it behooves you to load it properly, this means that you should use a Car Loader that cleans and loads at the same time. We guarantee this for

The

**Combined Grain Cleaner  
and**

**Pneumatic Car Loader**



It does not mill or crack the grain; fills cars to full capacity; strong, durable, requires no attention after starting. Cools and dries the grain as it passes through the air.

Used by hundreds of elevator owners. List of users will be sent you on request.

Write for list and circulars

**MATTOON GRAIN CONVEYOR CO., Mattoon, Ill.**

## A Hole--You Must Buy a New One Unless IT'S A KEWANEE Renewable Bottom Loading Spout



You threw away your last loading spout and bought another because it had holes in it—holes on the bottom side where the grain strikes.

With a Kewanee Renewable Bottom Loading Spout you can replace the worn bottom plate for a few cents and the spout is as good as new. The Kewanee spout sections will out-wear a dozen new bottoms or a dozen new spouts of the ordinary kind, yet its cost is about the same.

Give us the size of your down-spout and the length of your loading spout and we will show you how to save. A rough sketch will help. It will cost you nothing. Send it in today.

You can see how much it will save

**Kewanee Implement Co.**

514 Commercial Street

Kewanee, Illinois

Distributors

Howe Scale Co., of Ills.  
KANSAS CITY, MO.

Fairbanks Morse & Co.  
OMAHA, NEB.

General Service & Supply Co., Minneapolis, Minn.

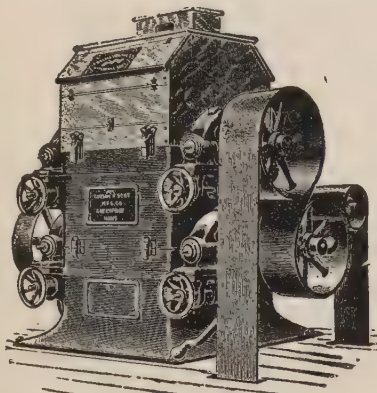
Kewanee  
Spout Section  
with bottom  
plate removed



Pat. Pending



|                                                                                             |                               |                              |             |         |
|---------------------------------------------------------------------------------------------|-------------------------------|------------------------------|-------------|---------|
| <b>GRAIN TRYERS</b>                                                                         | 4-ft. wood center steel - - - | \$6.00                       | 5-ft. - - - | \$ 8.30 |
| <b>DOUBLE TUBE TRYERS</b>                                                                   | 4-ft. wood center brass - - - | 9.50                         | 5-ft. - - - | 12.00   |
| <b>BAG TRYERS</b> - \$1.35 and \$1.75                                                       | - 5-ft. - \$12.00.            | <b>FLOUR TRYERS</b> , each - | 1.00        |         |
| Circulars free on request. <b>BAUM'S METAL SPECIALTIES</b> , 1022 Wyandotte St., K. C., Mo. |                               |                              |             |         |



## More Profits

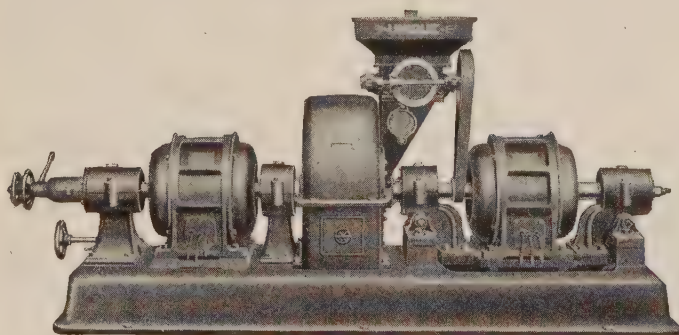
The elevator owner who installs a feed mill in his elevator puts himself in line for more profits. No other sideline is as profitable. Your farmer patrons must have feed for stock. Are you going to let them go to your competitor? Drop us a line asking for further particulars regarding a feed mill for your elevator.

**J. B. Ehrsam & Sons Mfg. Co.**  
Enterprise, Kansas

## ORDER NOW

Freight conditions are such that if you want a **UNIQUE BALL BEARING MILL** installed in time you should order now. Better let the mill be idle for a week or two rather than lose profits because the **Railroads** have delayed in getting the mill to you.

There's a good profit in feed grinding, when done right. Do your grinding on a **UNIQUE**.



## ROBINSON MFG. CO.

P. O. Box 411

MUNCY, PA.

Chicago Office: 416 Western Union Bldg.  
456 L St. N. E. Minneapolis, Minn.  
1131 S. 2nd St. Louisville, Ky.

79 Milk St. Boston, Mass.  
3325 Archwood Ave. Cleveland, Ohio  
39 Cortland St. New York City

## SCALE TICKET COPYING BOOK

This book contains 125 leaves of scale tickets, four to a leaf. Each leaf folds back on itself so as with the use of a sheet of carbon to make a complete and perfect copy of the original on the stub which remains in the book. The original tickets form the outer half of the page, so the removal of any ticket does not disturb the others.

Each ticket has spaces for the following record: No., Date, Load of, From, To, Gross lbs., Tare lbs., Net lbs., Net bu., Price per bu., Test, Man On-Off, and Weighers Signature. Size, 9 1/2 x 11 inches. Printed on good paper.

Order Form No. 73. PRICE \$1.50.

**GRAIN DEALERS JOURNAL,**

La Salle St., Chicago, Ill.



## SIDNEY AND ELEVATORS MAN LIFTS are Money Makers

They will reduce your handling expense and speed up your work. Easily installed. For quotations give your requirements. **SIDNEY ELEVATOR MFG. CO.** Sidney, Ohio

## TYDEN CAR SEALS

Bearing shipper's name and consecutive numbers.

Prevent

**CLAIM LOSSES**  
**10,000 SHIPPERS**

Are now using them.

Write for samples and prices.

**INTERNATIONAL SEAL & LOCK CO.**

Chas. J. Webb, Vice-President  
617 Railway Exchange Bldg., CHICAGO, ILL.

### CONE-SHAPE GRINDERS

**It PAYS to GRIND ALL GRAINS**

Look to the Grinders. They do the work! Bowsher's Cone-Shape grinders are the correct principle in Feed Mill construction. They mean larger grinding surface close to center of Shaft; thus More Capacity, Lighter Draft, Longer Life.

"Desire to express my appreciation of the long-lasting, trouble-proof Bowsher. Have used 2 No. 4 ten years with less than One Dollar per year for repairs." *R. W. Watt, Jacobsville, O.*

10 sizes; 2 to 25 H. P. Write for free catalogue. **N. P. BOWSHER CO., SOUTH BEND, IND.**

## You Can Make

the Grain Dealers Journal worth much or little to your business. It represents the labor of nearly a thousand persons using equipment that costs nearly a million. All of it is in the interest of your business and you will find suggestions and pointers in both the reading and advertising pages of real value, if you will but read and heed the message.

## If you have a good thing

**Tell the Grain Dealers—  
They'll do the rest—**

Advertising is the quickest and best way—but it must be the right kind of advertising.

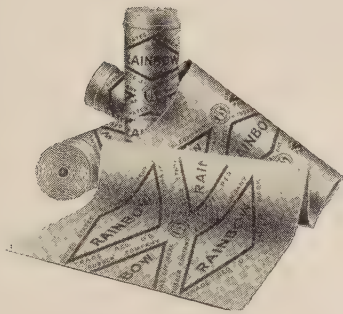
If you have spent your good money without satisfactory results, it's a case of wrong article or wrong advertising.

The easiest, most direct, most popular and most effective way to the grain dealer is The Grain Dealers Journal route.

Try it.



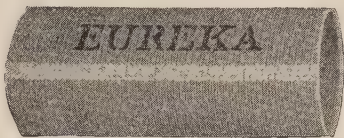
# Rubber Goods for Flour Mills



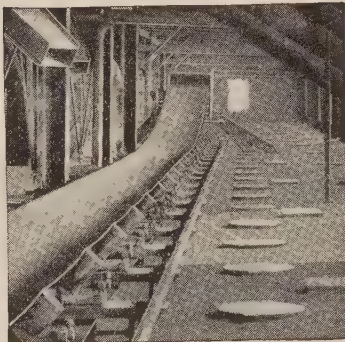
Rainbow Packing



Rainbow Steam Hose



Linen Fire Hose

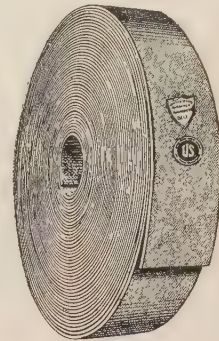


Grainster Belt

THE grain trade salesmen and the practical factory men of the United States Rubber Company are qualified through study and experience to recommend the right mechanical rubber goods for any condition existing in this industry.

They are ready to assist flour mill operators by advising as to the best application of mechanical rubber goods in order that the greatest possible service may be obtained for every dollar invested.

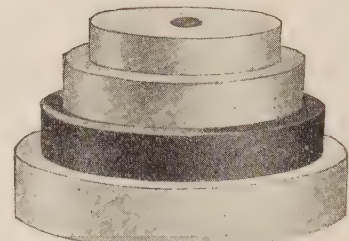
Take advantage of this Company's facilities and experience when in the market for mechanical rubber goods. Through our nearest Branch you can obtain the fullest co-operation of our organization.



Rainbow Belt



Perfected Water Hose



Pump Valves

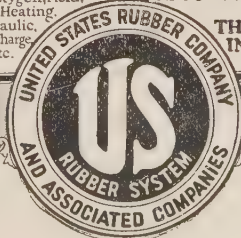


U. S. Elevator Belt

## United States Rubber Company

The World's Largest and Most Experienced Manufacturer of Mechanical Rubber Goods

| BELTING                                                                                                                                                                                                                                                                                                               | HOSE                                                                                                                                                                                                                                                                                                                                                                                                                                         | PACKINGS                                                                                                                                                                                                                                                                           | MISCELLANEOUS                                                                                                                                                                                                                                                                                             |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Transmission</b> "Rainbow," "Pilot"<br>"Shawmut," "Giant Stitched"<br><b>Conveyor</b> "United States," "Grainster"<br><b>Elevator</b> "Matchless," "Granite,"<br>"Grainster"<br><b>Tractor</b> "Sawyer Canvas"<br>"Little Giant Canvas"<br><b>Agricultural</b> "Rainbow," "Bengal"<br>"Grainster," "Sawyer Canvas" | <b>Air</b> "4810," "Dexter"<br><b>Steam</b> "Rainbow," "Giant," "Perfected"<br><b>Water</b> "Rainbow," "Mogul," "Perfected"<br><b>Suction</b> "Amazon," "Giant"<br><b>Garden</b> "Rainbow," "Mogul," "Lakeside"<br><small>Also Hose for Acetylene, Oxygen, Acid,<br/> Air Drill, Auto Radiator, Car Heating,<br/> Air Brake, Gasoline, Oil, Hydraulic,<br/> Chemical, Coke, Creamery Discharge,<br/> Vacuum, Sand Blast, Spray, etc.</small> | <b>Sheet</b> "Rainbow," "Vanda," "Paramo"<br><b>Rod</b> "Wizard," "Rainbesta," "Peerless,"<br>"Honest John," "No. 573"<br>and hundreds of other styles<br>in coils, rings, gaskets and<br>diaphragms —<br><b>Usco Valves</b> —<br><b>THE RIGHT PACKING<br/> IN THE RIGHT PLACE</b> | <b>Mats, Matting and Flooring,</b><br><b>Plumbers' Specialties,</b><br><b>Rubber Covered Rolls,</b><br><b>Friction Tape, Splicing Compd.,</b><br><b>Dredging Sleeves,</b><br><b>Hard Rubber Goods,</b><br><b>Printers' Blankets, Tubing,</b><br><b>Soles, Heels, Jar Rubbers,</b><br><b>Moulded Goods</b> |





# Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion

## ELEVATORS FOR SALE.

**20,000 BUSHEL CAPACITY ELEVATOR** For Sale. Located in Central Minnesota on Great Northern Railroad. Electric Power. A Bargain. Address Box 33, Roscoe, Minn.

**TWO NORTHWESTERN IOWA ELEVATORS** in Sioux and Plymouth Counties for sale, coal business in connection. In good grain producing territory and good crop prospect this year. Address Good Crop, Box 1, Grain Dealers Journal, Chicago, Ill.

**WANT TO SELL INTEREST** in elevator to party that will take charge and run it. A good opportunity for the right man. Located in Central North Dakota on main line Railway. Crop outlook good. Address H. G. Bundy, Velva, N. Dakota.

**60,000 BUSHEL CAPACITY Elevator** for sale, in good condition, in Central Illinois City. Station handles 1,000,000 bushels. Good competition. Own ground. Extra storage included if desired. Write quick A. B. C. Box 2, Grain Dealers Journal, Chicago, Illinois.

**14,000 BUSHEL CAPACITY ELEVATOR** for sale; located in Indiana on direct line to Toledo, Detroit and Chicago. Electric power, handles 175,000 bushels of grain—\$3,000.00 Grinding and \$50,000.00 retail business. This is a money-maker and have best of reason for selling. Address Money Maker, Box 3, Grain Dealers Journal, Chicago, Ill.

**WESTERN OHIO ELEVATOR** for sale, 15,000 bushels capacity. On private grounds and spur. No competition. Located in fine grain section and doing a good business in grain and coal, salt, flour and feed. Residence property included. Address Western, Box 7, Grain Dealers Journal, Chicago.

**TWO GRAIN ELEVATORS** for sale, located in North Central Iowa at adjoining stations. Good grain territory and both handle flour, feed and coal. Side line will take care of operating expense. Both do good business. A mighty good opening for the right man. Write quick. Address Adjoining, Box 5, Grain Dealers Journal, Chicago, Illinois.

## YOU MAY BE MISSING SOMETHING

If you do not read the Wanted and For Sale ads each issue. If you have something to sell or exchange, insert small advertisement in the Wanted and For Sale Department. When in need of an employee or employment write Grain Dealers Journal, 305 S. La Salle St., Chicago, Ill.

**ELEVATOR, LUMBER and COAL Business** for sale, in small town about 60 miles from Chicago, near a large town of 20,000. Splendid grain town, no competition. Several side lines. A splendid money maker. This offered on account of death of owner. Address James M. Maguire, 432 Postal Telegraph Building, Chicago, Ill.

**15,000 BUSHEL CAPACITY ELEVATOR** For Sale. Electric power—400 ton capacity coal shed; two feed and storage houses, all with 450 ft. frontage on railroad. Will include desirable residence and town property. Old established business. Good reason for selling. Address Frontage, Box 1, Grain Dealers Journal, Chicago.

## ELEVATORS FOR SALE.

**30,000 BU. ELEVATOR** for sale, complete with machinery and additional warehouses. Address Coleman State Bank, Coleman, Wisc.

**SOMEBODY'S** always hunting an elevator, and there is no wrong time of the year to put an ad in the "Elevators For Sale" columns of the Journal.

**25,000 BUSHEL CAPACITY ELEVATOR** For Sale. In good first-class condition; same located at Alexis, Illinois. Electric lights and power, good office and three lots, coal and oil house and garage. This property will have to be seen to be appreciated. Address C. E. Stumbaugh, Aurora, Ill.

**ONE 15,000 BUSHEL CAPACITY Cribbed Elevator** for sale, in Southern Indiana. Handles 75 bushels wheat with flour and feed side lines. Good business. Will sell for cash or trade for improved farm land in Kansas. Address A. H. Richner, Crawfordsville, Indiana.

**GRAIN AND FEED ELEVATOR** with electric attrition feed mill for sale. Located in a good grain territory. Good dairy and feed business. Plenty of grinding with good retail trade.

C. A. FENSTEMAKER,  
Amboy, Illinois.

**30,000 BUSHEL CAPACITY Iron covered Elevator** For Sale. Coal business in connection, all located on private land in town of 300, within 125 miles of Chicago, together with modern residence. Offered on account of owner's failing health. Address James M. Maguire, 432 Postal Telegraph Bldg., Chicago, Illinois.

**25,000 BUSHEL ELEVATOR**, for sale, equipped for grain and beans, with good coal business, in healthful town in Eastern Colorado, near Colorado Springs. Price \$12,000.00 for everything complete. Part terms.

The Russell Gates Mercantile Company,  
633 Sixteenth St., Denver, Colo.

**40,000 BUSHEL CAPACITY Terminal Elevator** For Sale. House has 20 cribbed bins arranged for mixing. Has loading and unloading tracks with two-100 ton track scales. Elevator located at Davenport, Iowa, on C. R. I. & P. Ry. Want to dispose of this house before the new crop begins to move and will sell at a bargain if taken at once. Address Davenport, Box 2, Grain Dealers Journal, Chicago, Illinois.

**SOUTHWESTERN OHIO Warehouse and Elevator** for sale. In good grain country. Village station with church and school on a division of the P. C. & St. L. R. R. Handling grain, field seeds, wool and coal. Between 5 and 6 acres of land with stables, shelter sheds, coal bins, engine room with engine, office, corn dumps, Marcellis New Process corn sheller and cleaner. Is a money maker. Reason for selling—have made enough to retire. Price \$10,000.00. Address Owner, Box 10, Grain Dealers Journal, Chicago, Ill.

**ONE HALF INTEREST** For Sale, together with the management of Country Elevator doing good business. Located in the heart of the grain belt of Eastern Illinois. Elevator 60,000 Bushels Cribbed construction, Ear corn elevator frame, 10,000 bushels, 500 ton coal bins, concrete and frame building. Station handles 600,000 to 700,000 bushels yearly. One competitor. Possession given at once. Address Opportunity, Box 2, Grain Dealers Journal, Chicago, Ill.

## ELEVATORS FOR SALE.

**48,000 BUSHEL CAPACITY ELEVATOR** For Sale. Small dwelling included. Own ground, private switch, sidelines—coal and salt. Doing fine business. New coal house 14x40 ft. with concrete floor. Large oat and wheat crop to move. Possession at once. Address Possession, Box 1, Grain Dealers Journal, Chicago, Ill.

**40,000 BUSHEL CAPACITY Elevator** For Sale, on I. C. Ry., in corn belt of Illinois. Equipped with new sheller and cleaner. Electric power. A first class plant. Station handles 500,000 bushels annually. One good competitor. Coal in connection. Price \$23,000.00. Address James M. Maguire, 432 Postal Telegraph Bldg., Chicago, Ill.

**CENTRAL ILLINOIS ELEVATOR** located in the best grain country in the State, on the I. C. R. R., for sale. Same in first class condition. 15,000 Bushels Capacity. Electric Power, also 10 Horse Power Gas Engine. Also ground on which the elevator stands 160x100 feet. Price Ten Thousand Dollars (\$10,000) if taken soon. Also have big coal trade. Address Gasoline, Box 3, Grain Dealers Journal, Chicago.

**6,000 BUSHEL CAPACITY ELEVATOR** for sale. Situated in the Holstein center of Wisconsin. \$100,000.00 business transacted last year in Dairy, Feed, Grass Seed, Flour, Salt and Grain. All in A-1 shape. Situated at Mapleton, Wisconsin. Make me an offer as I am going to sell. Come and see the property. Calvin J. Jones, Mapleton, Wis.

**SOUTHERN KANSAS ELEVATORS** and Good Grain, Coal, Feed and Implement business for sale, located in the best wheat belt of Southern Kansas. Fine schools and churches. Prosperous, high class farming community. A great opportunity for a hustler. Good crop of wheat now harvested. Write quick. Address Harvested, Box 12, Grain Dealers Journal, Chicago.

**FIVE ELEVATORS** located in Central Ohio for sale. Capacity ranging from 10,000 to 70,000 bushels. Wood construction, two of these elevators having metal siding. Of splendid construction. Equipped with gasoline engines. Total tonnage half million bushels. In best wheat, corn and oats district in Central Ohio. No competition. Elevators located within a radius of ten miles. Big Four and Panhandle Railroad. Will sell worth the money if sold quick. Reason for selling, because of other business interests. Side lines, feed, coal, etc., enough at each plant to carry overhead expense. Will sell separately or as a line. Do not write unless interested. Will make terms to suit purchaser. Address Overhead, Box 2, Grain Dealers Journal, Chicago, Illinois.

## ELEVATORS WANTED.

**IF THE ELEVATOR** you want to buy is not advertised in the "Elevators For Sale" columns make your wants known under the "Elevators Wanted" columns and you will quickly get full information on many desirable properties not yet advertised.

**ELEVATOR WANTED TO LEASE** by an experienced Grain Man. Give full particulars in first letter. Address Lease, Box 3, Grain Dealers Journal, Chicago.

**WHEN** the first ring of the door bell is not answered, don't conclude that the folks are not at home. This applies to Journal "Wanted—For Sale" advertising. Ring again.



## ELEVATOR BROKERS.

**JOHN A. RICE**, exclusive elevator broker, Frankfort, Indiana.

IF YOU WANT to sell or exchange your property, write to me. **John J. Black**, 57th Street, Chippewa Falls, Wis.

**ELEVATOR BUYERS SAVE TIME AND MONEY BY WRITING ME WHAT YOU WANT. I HAVE IT OR WILL GET IT. NAT CLAYBAUGH**, elevator broker, Frankfort, Ind.

## MILLS FOR SALE.

**FOR SALE**—Well equipped 100-barrel mill in Rocky Mountain territory, with advantage of natural gas for fuel. Present owners retiring account poor health and other interests. Address Rocky Mountain, Box 10, Grain Dealers Journal, Chicago, Ill.

## ENGINES FOR SALE.

**ONE 16 H. P. Gasoline Engine for Sale.** Also 8 warehouse trucks. **M. Lydon**, 347 13th Ave., N. E., Minneapolis, Minn.

**ONE 8 H. P. FOOS TYPE SK Gasoline or Kerosene Engine for sale.** This engine is new and has never been uncrated. Has a 12x10" Clutch pulley. Reason for selling is that we have installed electric motor. Address Farmers Elevator Company, Green Mountain, Iowa.

**TWO TYPE Y FAIRBANKS MORSE 25 h.p. Oil Burning Engines for sale.** Good as new, used six months. Address **Geo. H. Stuart**, Schoolcraft, Michigan.

**25 H. P. MOGUL ENGINE**, 19" Ball Bearing Attrition Mill with complete drive, for sale. Engine in good running order. Balance as good as new. A bargain.

**THE CHATFIELD GRAIN CO.**,  
Chatfield, Ohio.

## FOR SALE—BARGAIN

**1 100-H.P. Muncie Oil Engine.** Used only three months, first class condition. Dismantling mill account of condition of zinc market. Write or wire for full particulars. **C. J. Mettler**, care Deister Concentrator Co., Fort Wayne, Ind.

**FOR SALE** at a bargain, the following Gas Engines:

1—15 h.p. Otto Engine, speed 260.

2—3 h.p. International Engines, speed 600

These Internationals will burn either Kerosene or Gasoline.

The above engines were used one week as emergency power in our factories during the recent coal shortage and are as good as new. Address Purchasing Department, **G. S. Blakeslee & Co.**, Cicero, Illinois.

## BUSINESS OPPORTUNITIES.

**FEED MANUFACTURING PLANT** located in Chicago for sale. Equipped to make all varieties feed, including molasses feed. Bag storage room fifty cars. Situated in heart of city. Good switching facilities. Address Switching, Box 12, Grain Dealers Journal, Chicago, Ill.

**MINNESOTA GRAIN, COAL AND FEED** business for sale, consisting of twin elevators, coal pocket and sheds. Equipped with electric motors and gas engines. Good country, oiled roads. Well established business. Must sell on account of closing estate. Address **J. H. Dobie**, Mapleton, Minnesota.

**FINE QUARTER SECTION**, Brookings, South Dakota, land to trade, all in cultivation. Not a foot of waste land. Want Elevator in Iowa, Southern Minnesota or Eastern Nebraska in town of 1200 to 5000 population. Not a speculator, am grain man wanting a good business. Address Quarter Section, Box 2, Grain Dealers Journal, Chicago.

**FOR SALE**  
**GRAIN and FEED BUSINESS**  
near Portland, Me. Annual business  
over \$100,000. Address  
**T. C. Wentworth**, Cornish, Me.

## SITUATIONS WANTED.

**POSITION WANTED**, Experienced Manager of private wire branch office handling grain and stocks. Address Grain and Stocks, Box 3, Grain Dealers Journal, Chicago, Illinois.

**MAN WITH LARGE ACQUAINTANCE** among Iowa Country Elevator Trade will consider position as solicitor. Address SMP, Box 2, Grain Dealers Journal, Chicago.

**COMPETENT MAN** of several years' experience in grain business desires position as manager of grain business either Farmers or Independent Company. Salary \$200.00 monthly. Address Independent, Box 2, Grain Dealers Journal, Chicago.

**EXPERIENCED HELP**, such as managers for country stations, foremen, auditors and employees needed in the grain business are readily secured thru an ad in the "Help Wanted" column of the Grain Dealers Journal, Chicago.

**POSITION WANTED** as manager of Grain Elevator (Farmers preferred), and salary paid what the position is worth, eliminating the necessity of graft on the side in order to insure an honest living. Address Box 641, Great Falls, Mont.

**EXPERIENCED GRAIN MAN** wants position as Elevator Manager or Grain Buyer. Can furnish best of references. Am employed at present but desire change. Kansas preferred. Address Kansas, Box 2, Grain Dealers Journal, Chicago, Illinois.

**AN ADVERTISER** in our Situations Wanted Columns says after one insertion: "I have so far received about five letters and who knows how many more I will get before the week is over. The Journal is the best advertiser of all the papers I know."

**POSITION WANTED AS SECOND MAN** in a Private or Farmers Elevator. Have had some experience. Please state salary in first letter. Best of references. Address Second Man, Box 3, Grain Dealers Journal, Chicago, Illinois.

**COMPETENT GRAIN MAN** of several years' experience wants position as manager of a wire office or good line company's elevator in good town. Understand all side lines of grain business and have had several years hardware experience. Good accountant and auditor; best of references furnished. Address Accountant, Box 3, Grain Dealers Journal, Chicago, Illinois.

**POSITION WANTED** by elevator man, age 30, married—8 years' experience as assistant to manager in elevator handling grain, seed, flour, feed, coal, etc. Can take care of any kind of machinery and repair work. First class bookkeeper. At present employed, but can start any time. Address E. M., Box 1, Grain Dealers Journal, Chicago.

**POSITION WANTED AS MANAGER** of Farmers Elevator or co-operative elevator, Nebraska preferred. Have had five years' experience buying and selling for myself. Disposed of my elevator a short time ago and would accept a position as manager at good salary. Can furnish bank references. Address Bank References, Box 2, Grain Dealers Journal, Chicago, Illinois.

**POSITION WANTED** as manager of Farmers Elevator Company. Have had nine years' experience as manager and made money every year; from 12 to 105 per cent. Familiar with all side lines. Have taught bookkeeping and commercial law in business college. Good community booster. Single; thirty years old. Not afraid of competition. References: Bank and present employers. Am employed at present but can leave on short notice. Address Commercial, Box 3, Grain Dealers Journal, Chicago, Ill.

## SITUATIONS WANTED.

**WHO WANTS A REAL TRIED Money Making partner or manager?** I have several thousand dollars to invest in the Grain Business and manage same. Fifteen years in grain business, very successful; can make change in 90 days. Old line Grain Men take notice. Address Money Making, Box 3, Grain Dealers Journal, Chicago, Ill.

**COMPETENT YOUNG MAN** having several years' experience in both grain and milling business desires position as manager of mill or elevator, or as assistant in position where good future is offered. Address Good Future, Box 3, Grain Dealers Journal, Chicago, Illinois.

**FIRST CLASS Construction Superintendent** and General Foreman on Elevators, Mills, Warehouses, Manufacturing Plants, Oil, Water, Acid and Storage Tanks. Build any class of form construction slip and stationary. Open for position with reliable company. State salary. Answer by wire or letter. Address Construction, Box 3, Grain Dealers Journal, Chicago, Illinois.

Don't get "down in the dumps" and be discouraged because you have no position. What you need is a Journal Want Ad. There is a Job for you and do not forget it. There is a job for every man of industry and good habits. The Journal reaches the man who is looking for you and tells your case to him. No other method is so good for getting a job in the grain line. No other method converts discouragement into encouragement so quickly.

## MALE HELP WANTED.

**GRAIN ELEVATOR CARPENTERS**, Millwrights Wanted, One Dollar an hour and transportation. Address P. O. Box 103, Bloomington, Illinois.

**GOOD GRAIN ELEVATOR MAN** Wanted. Ability for side lines. Excellent future. Address Elevator Man, Box 11, Grain Dealers Journal, Chicago, Ill.

**EXPERIENCED GRAIN ELEVATOR MANAGER** Wanted for country Station in Nebraska. Address, with references, Colorado, Box 2, Grain Dealers Journal, Chicago.

**COMPETENT, LIVE ENERGETIC** Young Man wanted to work in a country elevator. Salary \$125.00 per month. Address **J. C. Pearson**, Marshall, Oklahoma.

**MAN WANTED TO MANAGE** Retail End of Grain, Coal, Feed and Seed Business. Experience necessary. Address **L. H. Powell & Co.**, El Dorado, Kansas.

**TRAVELING SOLICITOR** Wanted for old established Grain Commission House. with acquaintance in Northern Illinois and Iowa. Address Commission House, Box 3, Grain Dealers Journal, Chicago.

**YOUNG MAN WANTED**, 21 to 25 years old, assistant to Traffic Manager. Must be able to take dictation and should be familiar with milling and grain business. State references and salary expected to start. Bright future. Address Dictation, Box 3, Grain Dealers Journal, Chicago.

**MEN WANTED**—Elevator managers are in demand. Insert your advertisement in the Grain Dealers Journal to get the position that is waiting for you.

**ELEVATOR SUPERINTENDENT** Wanted, capable of handling 450,000 bushel elevator in connection with 2500 barrel mill handling both hard and red wheat. In Southwest. State experience and salary wanted in first letter, also give names of employers during the past five years. Address Elevator Superintendent, Box 2, Grain Dealers Journal, Chicago, Illinois.



## MACHINES FOR SALE.

**PORTABLE STEEL TUBULAR Elevator** for sale, equipped with a 4 horsepower Cushman gasoline engine. Used ten days, in A-1 condition. Bargain price \$320.00 f. o. b. Warsaw, Ohio. Factory price would now be \$425.00 or more. Address Warsaw Elevator Company, Warsaw, Ohio.

**HAVING GONE OUT OF THE BEAN BUSINESS WE OFFER FOR SALE AT A VERY LOW PRICE THE FOLLOWING:**

ONE GIBBS BEAN PICKER,  
ONE CLIPPER CLEANER.

Both machines are in good working order.

HOMER FARMERS ELEVATOR,  
Homer, Michigan.

**DO YOU** want a machine or machinery? Have you a machine or machinery which you do not use or do not want? Do you enjoy having discarded machines and machinery laying around in your way, to rust out, or would you prefer to exchange it for elevator supplies you need? Use this department. Get what you want. Put your idle capital to work.

## FOR SALE:

One 80 h. p. Corliss Steam Engine.  
One Murray 150 h. p. Horizontal Tubular Boiler with flush front, grates, etc.  
One 60 h. p. Kewanee Horizontal Tubular Boiler.

Two second hand stands of corrugated rolls.

R. A. HEACOCK COMPANY,  
Falls City, Nebraska.

## FOR SALE:

9"x24" Noye Three Pair High Roller Mill. Pulleys on the fast side 20", 18", 18"x8½"x2½"; on the slow side 20", 18", 16"x7½"x2½", corrugated top pairs 6 cuts; middle pair 12 cuts; bottom pair 18 cuts. Dull to dull. Mill has not been used since being rebuilt.

Price \$550.00 f. o. b. Chilhowee, Mo.

THE WEBSTER M'FG. CO.,  
4500 Cortland St., Chicago, Ill.

## FOR SALE:

One steel tank 8 ft. 9 inches by 5 ft. 6 inches at top, 4 ft. wide at bottom, 3 ft. deep.  
A lot of iron pulleys, also wood split pulleys.  
One Iron Boot 17 inch pulley.  
30,000 ft. 2x6 short length cribbing.  
One 16,000 lbs. Fairbanks Hopper Scale.  
Two screw conveyors.  
One Head Pulley 56 by 17 inch.  
One Ellis Drier, capacity 350 bu. per hour.  
This machine is in fine condition.  
A lot of shafting and pillow blocks.  
All this material is in good condition and ready for immediate shipment.  
Prices on application.

RISSER ROLLINS CO.,  
Kankakee, Ill.

## MACHINES FOR SALE.

**FOR SALE:** 3 No. 8 Boss Car Loaders. Address A. H. Richner, Crawfordville, Indiana.

**STANDARD NO. 110 SEED CLEANER** for sale; with patent air regulator; good as new. THEODORE B. STEINEMANN, Minister, Ohio.

**WILL YOU BUILD CONCRETE BINS?** We have for sale, cheap, 125 second hand jacks for this purpose. Address Concrete, Box 2, Grain Dealers Journal, Chicago.

**MIDGET MILLS**—One 25, one 50 and one 60 barrel Midget Marvel Mill for sale. Also all kinds new and used mill machinery. H. C. Davis, Bonner Springs, Kans.

**FOR SALE**—1-600-S Joliet. Cylinder Shuck Sheller. Brand new. Guaranteed as represented. Price F. O. B. Cars Tebbetts, Mo., \$600.00. Sold for the want of use.—Tebbetts Mill & Ele., Tebbetts, Mo.

## WANT ADS WORK WONDERS.

They sell elevators, find help and partners, secure machines and engines which you want, and sell those for which you have no further use, and perform a myriad of kindred services for shrewd people who use them regularly. READ AND USE THEM.

## FOR SALE CHEAP.

150 Barrel Fairbanks Hopper Scale, also vats, casks, ice machinery, compressors, shafting, piping, pulleys and machinery of all kinds of Chicago Brewery Co., 1269 W. North Ave., Chicago. Phone Randolph 1372 or write W. D. SAGER, 330 E. N. Water St., Chicago, Ill.

## REAL BARGAINS.

**Prompt Attention.** Quick Shipments. When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipments for modern mills of all kinds, molasses stock, and poultry feed plants, plans, specifications, flow sheets, etc., our specialty.

Write us without delay.

Geo. J. Noth, Mgr.,  
9 S. Clinton St., Chicago, Ill.

**LEATHER RUBBER BELTING CANVAS STITCHED**  
An Enormous Stock of New and Used Power Transmission Machinery, Belting, etc.  
**TEUSCHER** AND SON MACHINERY SUPPLY CO.  
527 N. SECOND ST. ST. LOUIS, MO.  
Send for No. 18A BARGAIN PRICE LIST

## MACHINES FOR SALE.

**FOR SALE:** BIG LOT of elevator belting and cups, No. 9 Clipper, No. 1 Monitor Receiv'g Separator, Elevators, Shafting, Pulleys and Hangers. 20 carloads of everything in the elevr. and milling line. A. D. Hughes Co., Wayland, Mich.

**IF YOU WANT A MACHINE** that is not advertised here, ask for it. Make your wants known. Some one wants to sell the machine you need, but hasn't started advertising it.

**DYNAMOS AND MOTOR BUYERS** are reached in largest numbers and less expense by offering them for sale in the grain trade's accepted medium for power bargains—the "Dynamo-Motors" columns of the Grain Dealers Journal, Chicago.

**FOR SALE:** Three 18-h.p. Lauson Oil Engines, in good running order, only been used about three months. Also one 14 H.P. Lauson Oil Engine, brand new, never been set up. Anyone needing such power can get a bargain by corresponding with The Farmers Elevator Company, Metcalf, Illinois.

## FOR SALE:

1 36-inch Bauer Bros. Motor Drive Ball-Bearing Attrition Mill. Fitted with 40 H. P. Motors for 220—or 440 volt—60 cycle 3-phase alternating current. This mill is practically new, having been run but 90 days.

## ALSO

2 No. 86 Draver Wing Type Feeders.  
4 No. 84S Draver Wing Type Feeders.  
6 No. 84B Draver Wing Type Feeders.  
4 No. 83B Draver Wing Type Feeders.  
2 No. 82B Draver Wing Type Feeders.  
2 Salt Feeders.

All the above used only a short time.

ARMOUR GRAIN COMPANY,  
208 S. La Salle St., Chicago, Ill.

**MACHINERY**  
For Grinding, Elevating and Conveying all kinds of grain, of standard makes, from smallest to largest capacities.

**NEW AND 2ND HAND REBUILT FLOUR MILL MACHINERY**

**Big Stock**

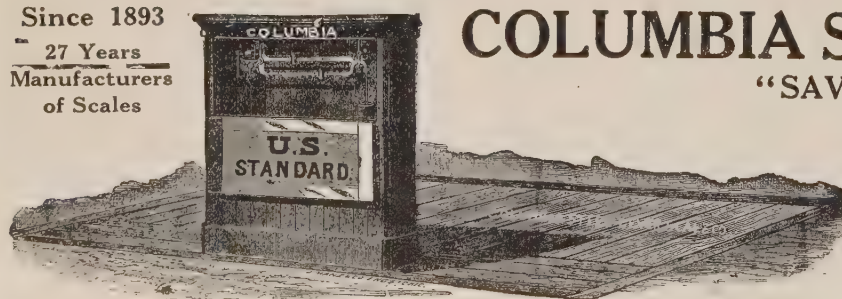
We have the Largest Stock of 2nd Hand Flour Mill and Elevator Machinery in the World.

Belting, Pulleys, Shafting, Elevator Buckets and Conveyor Bolting Cloth and Roll Grinding.

Write for Net Price Book No. 75-B

**B. F. GUMP CO.**  
THE MILL SUPPLY HOUSE  
431-437 South Clinton Street, CHICAGO, ILL.

Since 1893  
27 Years  
Manufacturers  
of Scales



# COLUMBIA SCALES are the BEST

## "SAVE REPAIR BILLS"

Because they are easy to build, simple in construction, well made and retain their accuracy longer than any scale on the market—COLUMBIA SCALES are being used by practically every feed, coal, ice and material dealer in Chicago. THERE MUST BE A GOOD REASON.

Telephone Albany 4  
2437-43 N. Crawford Avenue

## COLUMBIA SCALE COMPANY

F. Beuckman & Son, Props.

CHICAGO, ILLINOIS

We maintain a large modern repair and testing department where we overhaul any make or capacity of scale, also keeping a good stock of repair parts. Competent men furnished to take out and install your scale.



## OFFICE SUPPLIES.

**SAFES**—Large stock of new and used safes on hand. Protect your valuable papers. Prices reasonable. The Howe Scale Co. of Ill., 512-514 St. Charles St., St. Louis, Mo.

**FOR SALE**—Burroughs, Wales, American, Dalton, Standard, etc., adding machines, half retail prices, fully guaranteed. Typewriter bargains, all makes. Get illustrated catalog and bargain list. Minnesota Typewriter Exchange, Department G, 236 Fourth St. South, Minneapolis, Minnesota.

**ANY KIND, ANY SIZE, ANY PRICE** gasoline engine which is not in use and which you wish to sell, will find many ready buyers if advertised in the "Gasoline Engines" column of the Grain Dealers Journal, Chicago. Try it.

## BAGS FOR SALE.

**BURLAP BAGS OF EVERY KIND FOR SALE**; new or second-hand, plain or printed with your brand; seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheeting or Paper for Car Lining, etc. Wanted: Second-hand bags, best prices paid.

WM. ROSS & CO., 409 N. Peoria St., Chicago.

**10,000 SECOND HAND** Cotton Grain Bags for sale. 16 oz. 35c each, f. o. b. St. Louis, in large or small lots.

FOELL & CO.,

123 Market St., St. Louis, Mo.

## MACHINE WANTED.

**DOCKAGE SCALES AND SIEVES** Wanted for grading wheat.

ISAAC REED & SON,  
Argos, Ind.

**700 BUSHEL MEDIUM SCREW WHEAT** Cleaners, five Bushel Richardson Scale, and 150 Bushel Fairbanks Hopper Scale wanted. Address Medium, Box 2, Grain Dealers Journal, Chicago, Illinois.

## MOTORS FOR SALE.

**TWO 20 h.p.** and two 30 h.p., 2 phase, 60 cycle, 220 volt motors, 900 R.P.M., for sale. Address Ballinger & McAllister, Bloomington, Illinois.

**ONE 10 HP. FAIRBANKS MOTOR**, 3 phase, 60 cycle, 220 volts, 1120 R. P. M. for sale. Excellent condition, \$200.00. f. o. b. Moorhead, Minnesota. Address N. J. Olsen Co., Moorhead, Minnesota.

**DYNAMOS AND MOTOR BUYERS** are reached in largest numbers and less expense by offering them for sale in the grain trade's accepted medium for power bargains—the "Dynamo—Motors" columns of the Grain Dealers Journal, Chicago.

## SCALES FOR SALE.

**NEW AND REBUILT** scales of all kinds. The Howe Scale Co. of Ill., 512-514 St. Charles St., St. Louis, Mo.

**ONE 750 BU.** Avery Automatic Grain Scale, Hopper, Capacity 3 bushels. Guaranteed to be in 1st class order. A bargain. Milwaukee Scale & Supply Co., 102 Sycamore St., Milwaukee, Wis.

**FOR SALE:** One Richardson hand compensated Automatic Scale, 5 bushels' capacity, 1250 bushels per hour, in first class condition. Address Richardson, Box 12, Grain Dealers Journal, Chicago.

**FOR SALE:**  
1 Sartorius Laboratory Scale—\$50.00.  
1 Style 5055 Torsion Balance Laboratory Scale with extra set Brass Weights—\$60.00.  
Both in perfect condition.  
MINNEAPOLIS SEED CO.,  
Minneapolis, Minnesota.

**ALMOST NEW 500-BUSHEL** Hopper Scale Complete for sale. This scale has only been used a short time. Price given on application. Address Farmers Exchange Company, Grandview, Iowa.

# SEEDS FOR SALE—WANTED

**SEED BUYERS AND SELLERS** can quickly sell any quantity or buy any amount or quality by making their wants known through the "Seeds Wanted—For Sale" columns of the Grain Dealers Journal, Chicago, Ill.

IMPORTERS EXPORTERS  
**GRASS and CLOVER SEED**  
Buyers and Sellers of Timothy, Red Clover, Alsike, Alfalfa, White Clover, etc.  
**NUGESSER-DICKINSON SEED CO.**  
New York, N. Y., U. S. A.

**FLOWER, FIELD and LAWN SEED**  
**J. OLIVER JOHNSON**  
Wholesale  
**SEED MERCHANT**  
1805-9 Milwaukee Ave., CHICAGO, ILLINOIS

**The Mangelsdorf Seed Co.**  
Sweet Clover, Alfalfa,  
Soudan Grass, Millet, Rape.  
ATCHISON KANSAS

**KELLOGG**  
**FIELD AND GRASS SEEDS**  
We specialize in: Red Clover, Alsike, White Clover, Alfalfa, Timothy, Fancy Red Top and Blue Grass. Send for samples and prices.  
**KELLOGG SEED CO.**  
MILWAUKEE WISCONSIN

## FLOUR FOR SALE.

**MIXED CARS** of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

Send Samples  
Millets and Seed Grains  
to  
**THE BELT SEED CO.**  
Importers and Exporters  
Baltimore  
We Offer Alfalfa, Red Clover and  
Crimson Clover at Very  
Attractive Prices

## HAY FOR SALE.

**HAY OF ALL GRADES** for sale in car lots. Write your wants to  
M. B. KOFFROTH,  
Richwood, Ohio.

## SEEDS FOR SALE WANTED.

**SEEDS FOR SALE.**  
A big crop of excellent quality timothy seed. Some new clover. Write for prices and samples.  
A. D. HAYES CO.,  
New London, Iowa.

**WANT TO BUY** Pigeon grass screenings, wild mustard seed screenings and elevator screenings. Send samples and prices delivered New York.  
J. A. BARRY.  
29 Broadway, New York, N. Y.

## SCREENINGS WANTED.

**OFF-GRADE WHEAT, BARLEY,** Corn or Oats, Wheat Screenings, Corn Screenings, Corn Bran, Oat Screenings, Oat Clippings, Barley Screenings, Barley Chaff or elevator screenings of any kind wanted. Please send samples. B. J. Burns, 324 Chamber of Commerce, Buffalo, N. Y.

## KEEP POSTED

**GRAIN DEALERS JOURNAL**

305 So. La Salle St., Chicago, Ill.

Gentlemen:—In order to keep us posted regarding what is going on in the grain trade outside our office, please send us the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find Two Dollars for one year.

Name of Firm.....

Capacity of Elevator..... Post Office.....

..... bus. State.....

Use Universal Grain Code and Reduce Your Tolls.



## SEEDS FOR SALE—WANTED

Field and Grass  
Seed Trade Directory

## ARNHEM, HOLLAND.

Wm. E. Busgers & Co., European fancy natural gr. sds.

## ATCHISON, KANS.

Mangelsdorf Seed Co., The, wholesale seeds.

## BALTIMORE, MD.

Belt Seed Co., The, importers & exporters seeds.  
Wm. G. Scarlett & Co., wholesale seed merchants.

## BELFAST, IRELAND.

McCausland, Sam'l, Ryegrass and Dogstail.

## BUFFALO, N. Y.

Stanford Seed Co., Inc., The, wholesale field seeds.  
Whitney-Eckstein Seed Co., wholesale seeds.

## CHICAGO, ILL.

Dickinson Co., The Albert, seeds.  
Illinois Seed Co., The, grass and field seeds.  
Johnson, J. Oliver, seed merchant.  
Continental Seed Co., seed merchants.

## CINCINNATI, OHIO.

McCullough's Sons, The J. M., field and garden seeds.

## CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds.  
Crawfordsville Seed Co., seed merchants.

## DES MOINES, IA.

Iowa Seed Co., buyers and sellers.

## EVANSVILLE, IND.

Small & Co., W. H., seeds, grain and hay.

## FARIBAULT, MINN.

Farmer Seed & Nursery Co., seed corn & grass seeds.

## INDIANAPOLIS, IND.

Southern Seed Co., field and garden seeds.  
Indiana Seed Co., The, grass and field seeds.

## KANSAS CITY, MO.

Missouri Seed Co., wholesale exports and imports.  
Peppard Seed Co., J. G., wholesale seeds.

## LAWRENCE, KANS.

J. Underwood & Son, grass and field seeds.

## LINCOLN, NEB.

Griswold Seed & Nursery Co., seed merchants.

## LOUISVILLE, KY.

Hardin, Hamilton & Lewman, grain & field seeds.  
Louisville Seed Co., clover & grasses.  
Ross Seed Co., jobbers and exporters.

## MERIDIAN, MISS.

Kimbrough Mitchell Seed Co., Southern seeds.

## MILWAUKEE, WIS.

Courteen Seed Co., field seeds.  
Kellogg Seed Co., grass and field seeds.

## MINNEAPOLIS, MINN.

Dickinson Co., The Albert, seeds.  
Minneapolis Seed Co., seed merchants.

## NEWBERN, TENN.

Cole Seed Saver Co., Japan clover wholesale.

## NEW YORK, N. Y.

Loewith Larson & Co., grass & field seeds.  
Doughten, Inc., H. W., grass & field seeds.  
Nungesser-Dickinson Seed Co., wholesale seed merchants.  
Radwaner Seed Co., I. L., fld. & gr. seeds, ex. impts.

## OKLAHOMA CITY, OKLA.

Marshall Grain Co., Distributors of Kaffir Milo.  
State Seed Co., The, garden & field seeds.

## PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, wholesale field seeds.

## ST. JOSEPH, MO.

Chesmore Seed Co., field seeds.

## ST. LOUIS, MO.

Mangelsdorf, Ed. F. & Bro., wholesale field seeds.  
Newman & Malkemus, grass and field seeds.

## ST. PAUL, MINN.

Jameson Hevener Co., shippers of field seeds.

## SELMA, ALA.

Geo. M. Callen, seed grasses & hay.

## TOLEDO, OHIO.

Churchill Grain & Seed Co., field seed, pop corn.  
Flower Co., The S. W., seed merchants.  
Hirsch, Henry, wholesale field seed.  
Toledo Field Seed Co., The, clover, timothy.

## WICHITA, KANS.

Ross Bros. Seed Co., fld. seeds, alf., kaffir, sweet corn.

## WHITNEY-ECKSTEIN SEED CO.

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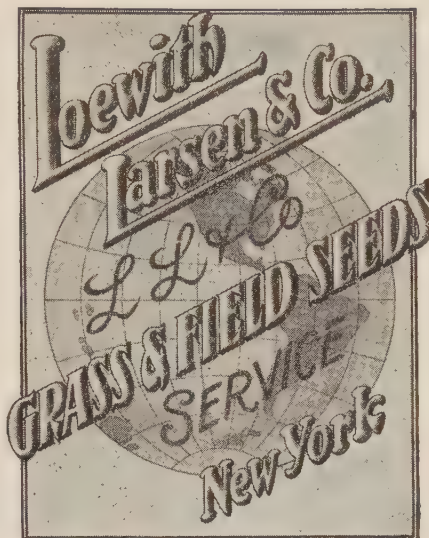
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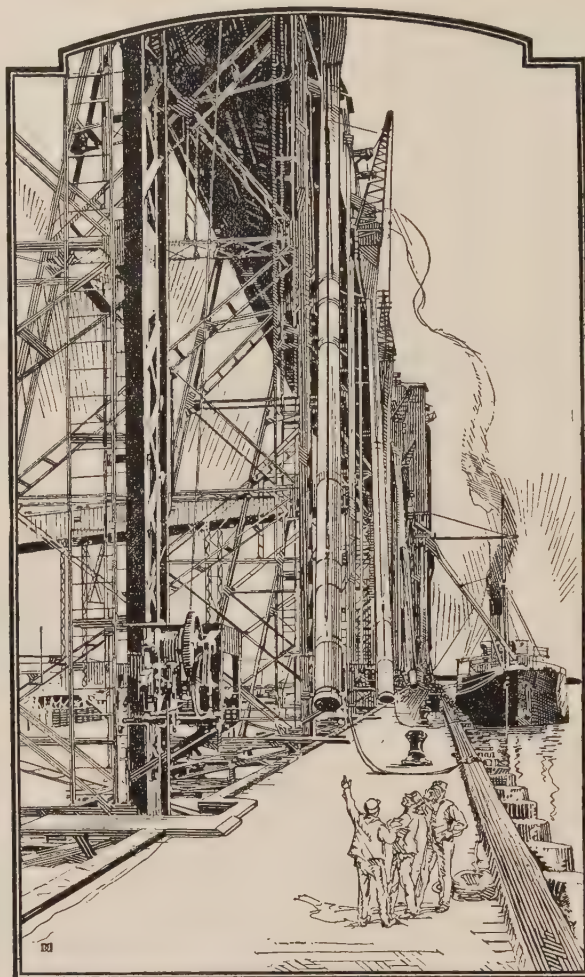
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## GRAIN DEALERS JOURNAL

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Charles S. Clark, Manager

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THE ADVERTISING value of the Grain  
Dealers Journal as a medium for reaching  
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LETTERS on subjects of interest to those  
engaged in the grain trade, news items,  
reports on crops, grain movement, new grain  
firms, new grain elevators, contemplated im-  
provements, grain receipts, shipments, and  
cars leaking grain in transit, are always  
welcome. Let us hear from you.

QUERIES for grain trade information not  
found in the Journal are invited. Address  
"Asked-Answered" department. The ser-  
vice is free.

CHICAGO, AUGUST 10, 1920

A GOOD CLEANER in every country ele-  
vator would remove enough foreign matter  
to pay for the machine from the savings in  
freight.

THE GREAT number of elevators being  
built or just completed indicates that few  
grain dealers stop to figure the cost. When  
they need a new elevator, they build it.

GRAIN SHIPPERS desiring information  
on any grain trade problem not found in the  
Journal are always welcome to make use of  
our "Asked-Answered" Department. It is  
free to all.

THE EXPLOSION of a compressed air  
tank in an Iowa elevator and the falling of a  
manlift in an Indiana elevator serve to em-  
phasize the need of frequent inspection of  
elevator machinery.

THE OVERBIDDING scooper must be en-  
joying the grain business when he gets a car  
for warehouse purposes. Slow moving ship-  
ments have occasionally been sacrificed by  
rapidly moving markets.

LOCOMOTIVE sparks have set fire to so  
many shingle roofs recently the wonder is  
any elevator owner will tolerate such a roof.  
The mutual fire insurance companies charge  
enough extra for wood shingles to pay for a  
fire resisting roof.

THE COST of handling grain thru a coun-  
try elevator today will gain more attention  
after the season is closed than most dealers  
seem willing to give it now. However, all  
will pay the bill even tho they neglect to  
charge what the service costs them.

ELEVATOR men borrowing money from  
a national bank should not overlook the new  
law, which still limits straight loans to 10%  
of the bank's unimpaired capital and surplus,  
but permits an additional loan of 15% on  
regular warehouse receipts.

"LEAKING IN TRANSIT" column is all  
swelled up this time by the many reports from  
observing grain dealers. When you see a car  
leaking grain send us the facts for free pub-  
lication and help brother shippers to collect  
for their losses. They will reciprocate.

WESTERN CANADA wheat growers have  
acted wisely in abandoning the contemplated  
wheat pool that was to have taken the place  
of the Dominion government control. Unless  
a pool can maintain the selling price far above  
the cost of production its members will stray  
from the fold, and if the price is thus main-  
tained production will be stimulated until the  
whole artificial structure collapses of its own  
weight.

MANY STATES have deferred the ex-  
tensive road improvements contemplated, be-  
cause of the high cost of materials and labor.  
But Nebraska has escaped the high cost of  
road building by constructing over 2,000  
miles of heavy duty dirt roads. Its plan being  
to use such roads until the macadam roads  
are obtainable at more reasonable figures.  
Because of this improvement, much grain is  
now being hauled in trucks long distances  
and the farmer escapes the penalty of railroad  
congestion by unloading his wheat on ac-  
cessible millers.

GRAIN does not move to market near as  
fast as last year or before and would-be ship-  
pers can depend upon suffering just as many  
disappointments at the hands of the railroads  
as ever. Shippers everywhere are complaining  
bitterly of the wretched service and their in-  
ability to get grain to market, but no improve-  
ment is effected. The freight train crews are  
the only ones profiting by the car scarcity, and  
as the tips garnered by many greatly exceed  
their salaries, they can be depended upon to  
do everything in their power to increase the  
scarcity of cars. With many freight crews  
the distribution of cars has come to be recog-  
nized as their rightful means of extorting mon-  
ey from shippers. In the end the public must  
pay the bill.

THE BALANCE OF TRADE has been in  
our favor for several years. In the fiscal  
year ending June 30, 1919, the balance in our  
favor was over four billion dollars, while for  
the year just closed the balance in our favor  
was only \$2,872,000,000. European merchants  
seem to be flooding our markets and recent  
months have seen a remarkable increase in  
our imports and a corresponding decrease in  
our exports. The high prices ruling general-  
ly in all our markets are proving most at-  
tractive to European manufacturers, and inas-  
much as they also profit largely by the differ-  
ence in exchange, they can sell to U. S. con-  
sumers at less than they receive at home and  
still have a handsome profit by reason of the  
exchange; so imports are quite certain to  
continue to increase.

ANOTHER embargo on grain shipments  
to Galveston. Just in time to force would-be  
shippers to hold their grain while the prices  
were on the toboggan. In the meantime the  
railroads hauling most of the grain to Gal-  
veston are making no effort to provide bulk  
handling terminal facilities.

DULUTH'S GRAIN COMMISSION mer-  
chants have flooded the Northwest with an  
open letter pressing everybody to wire, write  
and phone the Chairman of the I. C. Comm'n,  
demanding grain cars for the northwest. But  
other sections are suffering just as much from  
lack of cars. All sufferers should get their  
protests and petitions in early. Keep pressing  
for cars, then the many thousands now in  
warehouse service may be put to transporting  
grain.

GRAIN SHIPPERS who estimate that the  
new interstate freight rates granted by the  
Interstate Commerce Comm'n can be ac-  
curately determined in advance, must not  
overlook the possibility of further advances  
being granted in intrastate freight rates by  
the various State railway boards and public  
utility commissions. The railroads are de-  
termined to get every penny they can while  
the getting is good, as the increases may be  
cut down later when the public balks at pay-  
ing such a huge contribution.

THE PERSISTENCE with which the  
champions of the Great Lakes-St. Lawrence  
Waterway to the Seaboard project keep up  
the agitation for the development of a route  
which is icebound more than half the year  
proves conclusively that they have overlooked  
the small improvements needed to make the  
transportation facilities of the Erie Canal  
available to the grain shippers of the west;  
that is, modern transfer and storage facilities  
at its terminals. The State of New York is  
presumed to be planning the much needed  
terminals, but it is so slow that no man now  
living will realize any of the benefits of the  
great canal unless a more persistent effort is  
made to secure terminal elevators for canal  
borne grain in New York harbor, Oswego,  
and Buffalo.

GALVESTON'S efficient railroads have  
again issued an embargo against grain ship-  
ments to that port because of a scarcity of  
boats and hopeless congestion, and the grain  
business at hundreds of stations tributary to  
that port is at a standstill. Elevators are full  
and little grain is moving except what the mil-  
lers need to keep busy. In the meantime the  
railroads hauling grain to Galveston are wish-  
ing they had capacious elevators at that port  
to care for their freight, so cars could be used  
for transportation purposes, but they seem con-  
tent with wishing. Nothing would awaken the  
Santa Fe to a full realization of its duty to  
the grain shippers of the Southwest so quickly  
as an order from the Interstate Commerce  
Commission abolishing the differential against  
New Orleans. Its dog in the manger policy of  
denying the Crescent City market to its ship-  
pers while refusing to provide handling facil-  
ities at Galveston will surely bring a harvest  
of regrets when the bulk of the grain is di-  
verted to a market with ample handling facil-  
ities.



EVERYBODY is kicking about the scarcity of cars, or demanding that they be given more cars for shipping grain. Are you doing your share, or are you of the same opinion that other shippers hold,—that the railroads were simply discommoding all would-be shippers for the purpose of hastening the grant of increased rates?

SO MUCH GRAIN and lumber has been held in cars awaiting sale by brokers that the Interstate Commerce Comm'n has forbidden more than one reconsignment and imposed a charge of \$2 to \$5 a car for making that. No doubt a similar rule will be extended to the grain trade if interior jobbers long delay forwarding instructions on grain purchased.

THE SHRINKAGE of the buying power of the dollar and the high prices maintained for all kinds of grain is compelling many grain companies to increase their capital stock, as is recorded in our news columns each number. Having a greater "invested capital" may also help them to retain more of their earnings. Next year the excess profits tax will be revealed and the income tax reduced if our law makers get wise to the effects of these laws on business.

FAILURES in business are increasing so rapidly, bankers generally are cautioning business men to exercise more care and to stay close to shore. Failures last month numbered 681 against 452 a year ago, while the liabilities were four times as great. Wild markets and undependable transportation facilities are prompting more grain dealers to limit their operations to small lines of grain than ever before. The slogan generally adopted by country elevator operators is "Safety First."

GRAIN EXCHANGE members who are solicited to vote for Tom, Dick and Harry to represent them in Congress should keep in mind the Fordney War Tax Bill, H.R. 14157, which provides for a tax of 2c on each \$10 of sales made on produce exchanges between Dec. 1, 1920 and Nov. 30, 1923. Any grain dealer who is so delighted with the many taxes he is now called upon to pay that he feels in need of more, should write us a letter giving his reasons, and at the same time send a good late photograph, that we may show the members of the trade what he looks like.

FARM BURO federations, associations, and commissions are being organized in so many different sections and under such a variety of names that one wonders if the producers who are supposed to be the real beneficiaries of these new schemes for displacing the middleman ever realize that men long experienced in the marketing of one commodity can do so with less waste and greater efficiency than any organization looking to the handling of all of their products in any section of the country. The specialist who confines his thought and labor to the marketing of any commodity is sure to obtain a degree of efficiency that has never been obtained by those who divide their time, strength and energy in different avenues of trade. The specialist in any line of human effort invariably earns the confidence of those who study his work.

SOME RAILROADS seem to be able to pay attractive dividends in spite of labor troubles and low (?) freight rates. For instance, the D. L. & W. R. R. report for 1919, just issued, shows a net profit of over 38%, against a net profit of over 30% for 1918. Judging from these figures, the Lackawanna is not in need of the thirty per cent increase granted it.

NEW YORK state's expensive system of canals could be used to help reduce the freight congestion of the East if terminal freight handling facilities were provided. Without such facilities the canals are greatly handicapped and the grain transporting capacity of the state's waterways are reduced to a minimum. Our grain exports will always take the route of least resistance, so if New York City hopes to hold its place among the grain exporting ports of the land adequate terminal facilities must be provided to encourage grain shipments by canal.

RAILROADS have been granted such a handsome increase in freight rates, they may henceforth be satisfied to lease ground on right of way for bulk handling grain depots at a more reasonable rental. The Interstate Commerce Comm'n seems disposed to consider a rental amounting to 6% on a fair valuation sufficient. Shippers who are so unfortunate as to have their elevators built on railroad land would promote their own interests by getting together and presenting a united front to the I. C. Comm'n in a demand for a permanent check on exorbitant rentals.

TIPPING for grain cars may not now be necessary, since the train crews are now receiving many millions more compensation than heretofore. The cars will no doubt soon be plentiful so that no would-be shipper will be required to wait for cars suitable to his needs. The railroads will quickly utilize their increased revenue for improvement in equipment and service, with a view to greatly increasing their returns. Those who delay or hesitate along the way, and attempt to utilize all of the increase revenue for the payment of dividends, will be much chagrined when would-be shippers apply for a revocation of the order.

COAL CARRIERS in the Southwest are credited with delaying the unloading of their own coal many days, while the general public is forced into idleness because of its inability to obtain coal at any price. Evidently the coal directors for some of the southwestern roads consider it an economy to permit employing carriers to use coal cars for warehouse purposes, even though the cars could earn many times the cost of unloading and reloading the coal. It would seem time they were given some encouragement to hasten the unloading of coal, regardless of ownership. The tying up of coal cars which are scarce and much needed, simply because they are engaged in storing the property of the railroad, is inexcusable. The railroads were chartered and incorporated for furnishing the public a transportation service, and this should be their first duty.

THE COST of altering reinforced concrete elevators is so great as to discourage the favorable consideration of changes in arrangement or construction of plants hastily thrown together. No concrete elevator should be started until all plans and specifications are worked out in detail, to the complete satisfaction of those who will operate the plant. Some hastily constructed silos have proved so inconvenient and so expensive to operate, that their owners are disgusted with their purchase. In designing an elevator to be erected of permanent material, the counsel of the most competent elevator engineers should be sought, and the purpose of the plant as well as its plan of operation well studied out before the foundation is laid. Some houses have been so inconveniently arranged as to double and triple the cost of operation, and no doubt other blunders of similar character will be repeated in the future.

FIRES to the number of twenty-three are reported in this number of the Journal, which is eight more than the average. When dealers are reporting to our news columns of every number that they will not rebuild their burned elevators because of the high cost of, or their inability to obtain materials and labor, one would naturally suppose that all grain dealers would exercise greater caution in preventing fires in their elevators, but the record seems to prove the contrary. Every elevator, even though it be one of ancient design and poor construction, is far more valuable today than it was three and four years ago, and its replacement would necessitate a large expenditure. Hence it behooves every elevator owner to study closely the reported causes of fires in the plants of their brother dealers and promptly to take steps to correct the hazards known to exist in their own plants.

ACCIDENTS reported in our news columns of this number indicate that grain elevator operators are not exercising the caution naturally to be expected of men of experience and intelligence. One of the most prolific causes of accidents is the thoughtless attempts of workmen to make repairs or renewals while machinery is in motion. Familiarity with their plants seems to deaden their fears of the dangers which lie all about them, and the work they forgot to do when the plant was idle is undertaken without hesitation while the machinery is moving. The penalty of such recklessness is recorded in our reports of the killed and maimed. The machinery in the average elevator has been increased materially during recent years; hence it is necessary that some time should be devoted each week to the careful inspection and repair of all machinery, at a time when the plant is shut down. Everyone readily realizes that it is comparatively easy to repair or replace defective machinery when it is idle and workmen know that by so doing they can prevent casualties that may be followed by a lifetime of suffering. They also know that the lives snuffed out by such carelessness or the limbs torn asunder cannot be renewed or replaced. Those who forget or ignore this must pay the awful penalty.



## The Advanced Rate Decision.

Now that government operation of the railroads has ended and the roads come out from under the wing of the federal government on Sept. 1 the state railroad commissions are disposed to assert their sovereignty over intrastate rates, it is unsafe for shippers to assume that the authorized rate increase will go into effect everywhere.

After Sept. 1 the state commissions will have full power to reduce or increase rates, subject only to the third section of the Interstate Commerce Act, that the rates must not be unduly prejudicial. The Interstate Commission itself feels that the advance as stated by Commissioner Eastman "has nothing of finality about it, and in many respects is similar to a suspension case."

The advance is but an emergency step to give the roads needed revenue. What little increased revenue accrues before September 1 will go to the government.

Under the decision the average rate increase for the entire country is estimated by the Bureau of Railway Economics at 34.58 per cent, on freight. Speculation is rife as to whether the increase will be borne by the producer or consumer, domestic manufacturers or foreign buyers, and principally whether it is to add to the high cost of living. Per capita it amounts to \$15 a year, or \$75 per family. The allegation that this will be quadrupled by the time it reaches the consumer is not well grounded.

Economic law has no favorites and it must be undisputed that the higher rates will cut down the volume of traffic. Automobiles already have dipped heavily into tourist traffic; and autotrucks are competing with the carriers for a hundred miles from traffic centers. If business in general continues its present slow recession the cost of autotruck operation will fall while rail transportation remains high, reducing still further the volume of rail traffic that has made American freight rates the lowest in the world.

A readjustment of grain rates between the different terminal markets becomes necessary since the percentage increase changed all the differentials. This work has been invited by the Interstate Commerce Commission and must be done soon by shippers and carriers co-operating. The traffic officers of the different grain exchanges who have just put in a strenuous year educating the U.S. R.R. Administration to the needs of the grain markets now can expect to go thru a similar experience. Fortunately the private ownership will lead to more expedition in decision.

Freight collect billing on a car of grain in transit gives the carrier the right to charge the increased rate if a car is in transit at the time the increase goes into effect, under the rule enforced at the time of the preceding rate boost. If the freight has been prepaid no increase can be tacked on to the freight bill. Technically there should be no difference in a charge for the same service, but if the carriers choose to make such a rule the shippers may as well take advantage of the opportunity to invest a little money at a high rate of interest.

An excerpt from the decision containing the portion affecting the grain trade more directly is published on page 286 this number.

## The Rock Island's Claim Record.

The Rock Island Railroad has adopted a new system of collecting evidence regarding each shipment originating on its lines, which, if consulted and accepted by the claim adjuster, will go far toward securing a larger measure of justice for all its grain shippers who suffer loss in transit.

Each grain shipper on the Rock Island is given a page in a large ledger, whereon is recorded a complete record of each car of grain shipped by him, giving all the essential facts so as to enable the claim adjuster to determine at any time the amount of the over-runs and the shortages in the shipments of the shipper and to judge of the causes. This gives the claim agent reliable information regarding the dependability of the shipper's weights and statements.

While the keeping of such a detailed record should be unnecessary, the very fact that the Rock Island does keep such a record will surely prompt all its grain shippers to exercise greater care in keeping their weighing facilities in prime working condition and their records up-to-date. It will also insure greater care in cooping cars and extreme caution in filing claims for shortages.

Surely, if care is exercised in compiling this evidence and the claim agents are always guided by the facts therein recorded, shippers will oftener receive fair consideration at the hands of the claim agent.

The shipper with unreliable scales or careless methods will more readily be discovered and less frequently reimbursed for grain he suspected leaked from the car or was stolen in transit. Shippers having contested claims should ask for the record of their house, as it will give them a clearer understanding of the claim agent's viewpoint. It may also help them to correct unknown troubles in their own houses.

This record should also help the railroads to learn the number of the individual car and the kind of car construction that contributes most largely to leaks in transit. Some roads have equipment which was never designed and was never suitable for transporting small grain, yet it has been used and made much trouble, not only for the carrier offering the car, but for the shipper using it.

One great encouragement for all grain shippers to be found in this new practice of the Rock Island is that it is sure to give both shippers and carriers more definite information regarding the real causes of grain shortages in shipments, and when these causes are discovered both parties at interest will do everything in their power to effect a permanent remedy.

Many cars are now known to leak because of rough handling and petty pilferers at junction points or in terminal yards. When all carriers follow the example of the Rock Island and make a conscientious effort to detect the true cause of each shortage the grain trade will be nearer the solution of the shortage problems than ever and the horns and

the hoofs of the claim agents will gradually disappear.

## Carrier Liable until Surrender of Documents.

Double-dealing by Wm. R. Richter involved two firms, the railroad, the elevator company and a firm in another market in a tangle that it took the Supreme Court of Nebraska some time to unravel. Incidentally in this decision, given May 15, 1920, the court upheld the special regulations of the Omaha Grain Exchange requiring payment for a car sold on the floor.

H. Rohn, La Platte, Neb., consigned a car of corn to the Dawson Grain Co., and Walter F. Dawson sold it on the floor of the Exchange to Richter, doing business as the United States Commission Co., taking from Richter a receipt as called for by the rules of the Exchange that title to the B/L and to the contents of the car should pass to Richter only upon a surrender of the receipt and full payment of the purchase price. In the customary practice Dawson directed the railroad company to switch the car to the order of Richter, "B/L to follow."

Richter disposed of the same car twice. First he authorized the Albers Commission Co. to resell the corn. Albers authorized the Omaha Elevator Co. to take delivery of the corn; and the Omaha Elevator Co. directed the C. B. & Q. which had transported the corn from La-Platte to switch the car to a transfer track in Omaha, whence it was taken by the U. P. R. to the Omaha Elevator at Council Bluffs, Ia., and unloaded.

Richter, after he got the B/L, directed the railroad company in writing to divert the car to Chicago "notify Updike Commission Co." The "Q", in exchange for the original B/L issued an order B/L to Richter, who attached it to a draft for \$2,800, and it was mailed to Chicago for collection, and paid by the Updike Commission Co. The corn never got to Chicago.

The Updike Commission Co. sued the railroad company, got judgment in full and was paid by the carrier. Having done so the carrier claimed it was subrogated to the rights of the Updike Commission Co. as an innocent purchaser.

The Omaha Elevator Co. sued the "Q" and Dawson for its elevator charges and brot all claimants into court to determine the disposition of a fund of \$2,582.92 realized by the Omaha Elevator Co.'s sale of the corn "for whom it may concern."

The court ruled against the "Q" holding that a B/L is void when issued after a carrier has transported property and permanently lost control of it by delivery under the original B/L. When Richter surrendered the original B/L and ordered the car diverted the carrier did not have the corn. A few minutes after Richter got the new order B/L the railroad company learned the car had already been switched and requested Richter to return the B/L, but he failed to do so.

The railroad company had a bond from the elevator company protecting it from loss by delivery of grain to the elevator before surrender of the B/L; but the court held the carrier had no claim against the elevator company in this case because the loss resulted from the carrier's own negligence or mistake.

Accordingly the money held in escrow went to the Dawson Grain Co., the Omaha Elevator Co. recovered its elevator charges and the "Q" failed to recover the amount it had paid the Updike Commission Co. in satisfaction of its judgment.—178 N. W. Rep 211.



## Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

### Pay for Dockage?

*Grain Dealers Journal:* When a grain buyer ships a car of wheat to the terminal market, which contains three or four per cent dockage does the shipper get anything for this dockage? In other words, does he have to pay the freight on this dock and give it to the mill or whoever purchases this car of wheat?—C. U. Gleason, mgr. Cargill Elevator Co., Dover, Minn.

**Ans.:** When grain is sold by grade the weight of the dockage as stated by the inspector on the certificate is deducted, and the shipper gets nothing for it.

When grain is sold by sample on the floor of the exchange, besides knowing the grade the prospective buyers looking at the sample can see if the dockage is valuable and bid the commission merchant more than the wheat alone is worth on account of the dockage. Such a premium will depend on competition between buyers and how well they are equipped to separate the foreign seeds.

### Acceptance of Shipment Subject to Delay?

*Grain Dealers Journal:* We filed claim with the B. & M. R. R. Co. for delay on a car, and the claim agent writes "I note upon the original B/L that the car was signed for by the carrier 'subject to delay on account of strikes' and in view of this fact I do not think we should be called upon to assume the amount of your claim as rendered. If you elected to ship the corn subject to delay any damage due to delay in transit should be assumed by you and not by the carrier."

We think the railroad is solely responsible. Have any of the trade made collection of similar claims?—Urmston Grain Co., Buffalo, N. Y.

**Ans.:** The claim agent's defense is good, as the acceptance of a shipment subject to delay for a specific reason means just what it says. Still the claim could be paid if the actual delay were due to some cause other than a strike.

### Reciprocal Demurrage in Kansas?

*Grain Dealers Journal:* Can the Journal tell us if there is a law that provides a penalty for the railroads when they fail to furnish cars when ordered?

We have been informed that there is such a law in the state of Kansas that provides for a penalty of \$5 a day after three days if the railroad fails to furnish cars; but have not been able to verify this.—Farmers Co-Op. Merc. Ass'n, Oak Hill, Kan.

**Ans.:** The Kansas law provides a penalty of \$5 a day, and was published in full in the Grain Dealers Journal Apr. 10, 1918, page 569.

Suit must be brought within one year.

In several different cases that have come before it this law has been sustained by the supreme court and the lower courts.

The latest decision on this law is that of the Supreme Court of Kansas on July 5, 1919, published in the Journal Sept. 10, 1919, page 448, giving the Offerle Grain & Supply Co., of Offerle, Kan., judgment against the A. T. & S. F. R. R. Co. for damages of \$5 per day per car as penalty.

The old law of 1905 allowed only \$1 per day. The law was changed in 1905 and again in 1915.

It was supposed that in compliance with the law the shipper had to tender the freight charges in advance; but he need not do so unless requested by the agent.

State demurrage acts do not cover interstate shipments, according to the Supreme Court of the United States in the case of C. R. I. & P. Ry. Co. v. Hardwick Farmers Elevator Co.

The deposit that may be required is one-fourth of the freight charges. The railroad company is allowed 3 to 10 days in which to furnish the cars, according to number ordered.

### What Is Hedging?

*Grain Dealers Journal:* What is hedging? I have read several articles on the subject but still have a hazy conception of the real meaning. I would like to have an illustration.—C. S. Bassett, per H. F. Bachman, Washtucna, Wash.

**Ans.:** On account of the fancy premiums paid for cash grain and the discounts at which the futures have been selling, hedging in the usual way has been impracticable, as a matter of fact, this year.

For illustration: if a dealer in the country on July 1 bought No. 3 white oats at 90 cents when the Chicago cash price was \$1.12, and shipped them Aug. 1, so they arrived Aug. 9, he would have received only 77 cents, when he expected to sell them on the same basis as bought, \$1.12. His loss due to the market decline was 35 cents. If he had hedged by a sale of the September delivery July 1 at 88 cents he would have bot in Aug. 9 at 71 cents, a profit of 17 cents. This profit of 17 cents is not sufficient to offset the 35-cent loss. Hedging is unsafe when the futures are at a big discount under the spot grain.

A comprehensive explanation of hedging was published in the Journal in a series of articles by Rollin E. Smith beginning Oct. 25, 1919.

### When Is Grain "Loaded"?

*Grain Dealers Journal:* We recently loaded a car of grain and sold it "loaded." The car had to be weighed over the R. R. scales, and the B/L could not be returned to us until the weight was ascertained, which was two days later, in this case, and the B/L was dated two days later than the car was sold. Would a court hold that the date on the B/L would be the date when the car was considered loaded?—D. L. Brookie, Monon, Ind.

**Ans.:** "Loaded" as a term used in the grain trade is not defined in the decisions; but is covered by the trade customs and rules, and these trade rules are binding. In J. E. Smith & Co. v. Russell Lumber Co., 72 Atl. 577, the Supreme Court of Errors of Connecticut held that "If both parties to a contract are engaged in the same trade, they will be presumed to have a knowledge of a trade custom relating to the terms of delivery, tho they have no actual knowledge thereof, and it is not essential that the custom be general or universal."

Under the rules of the Grain Dealers National Ass'n it is sufficient to have furnished the billing instructions to the carrier. Rule 5 provides "Grain to apply on a sale for shipment must be actually loaded, and billing instructions must be furnished the railroad company in accordance with the custom in vogue at the shipping point."

In view of the trade custom a court would hold that the car was "loaded" as soon as the grain had been placed in the car and the billing instructions had been given the carrier.

The date on the B/L is not conclusive evidence as to when the car was loaded.

### Liability on Stored Grain?

*Grain Dealers Journal:* On account of the uncertainty of the markets and the shortage of cars we do not like to fill our elevator with grain bought and some of our farmer customers desire to store with us at their own risk.

Does the law allow us to store for farmers without assuming the liability for fire or damage?—Phoenix Grain Co.

**Ans.:** An elevator proprietor can not escape liability except by following a carefully arranged plan of doing business as permitted by the law of the state. This is so much trouble that it is not worth while. In some states, however, the elevator operator is forced by the state law into the public warehouse business; but he is not liable for loss not due to his own negligence.

Under the law of most states a grain dealer who receives grain of different owners and mixes the different lots, with the understanding that the grain will be paid for at a subsequent time at a price to be agreed upon at the convenience of the farmer, becomes the owner of the grain; that is, it is a sale and not a bailment, and the grain dealer is in fact liable for all loss.

Ordinarily a warehouseman is not liable for the burning of stored grain; but in a few states, Minnesota for example, the law prescribes the form of receipt he must issue and

it calls for grain "to be stored and insured," thereby making the warehouseman liable.

In Indiana the Supreme Court held an elevator operator liable altho the farmer had never made any agreement as to what disposition should be made. The grain was burned and the farmer got judgment because the grain was mixed with grain of others that the proprietor was shipping out and selling from time to time.

In most states the dealer can escape liability by having an agreement to return to the farmer grain of the same kind and quality.

If the dealer has the arrangement put into the form of a rental of a special bin or bin space, he has reduced his liability to the minimum, as he is then not interested in the weight, quality or disposition of the contents.

### Was Rejection Wrongful?

*Grain Dealers Journal:* On May 20 we sold Bailey & Sons Co., Salt Lake, a car of number one alfalfa hay at \$32 f. o. b. Eden, Idaho, for immediate shipment. We had the hay due us from Thomas & McCoy Grain Co., of Pocatello, Idaho, and we wrote them asking that they ship one car immediately to Salt Lake for our account and to notify Bailey & Sons Co.

May 26 Bailey & Sons Co. wrote us saying that since they had received no invoice covering on the car of hay we were to ship them that they would not be able to use it. We called Thomas & McCoy Grain Co., asking if hay had been shipped and they informed us that the hay was shipped May 22. We immediately wired Bailey that the hay was shipped May 22 and was en route to Salt Lake for them, giving them the car number and weight.

May 29 Bailey & Sons Co. wrote us saying that the car of hay had been in Salt Lake two days but because we had refused to allow inspection that they could not handle it and asked that we make other disposition. We immediately wired them that their letter was the first information we had received that inspection had not been allowed or even asked but that we had asked the agent to allow inspection, and for them to advise us. June 1 we wired them again asking if they were unloading the car and asked that they advise us at our expense. June the 2nd we received a night letter from them saying that the agent had not informed them till 11 a. m. that inspection was allowed and that they had had no time to inspect and because the car had been in Salt Lake so long that they would not accept it but if we would release the car they would handle it for our account.

We then got another firm to handle the hay for our account and wrote Bailey & Sons telling them that we had arranged for disposition of the hay and that we would expect them to make good to us any loss we might sustain account of their refusal to receive the hay. The B/L shows shipment was made from Bliss, Idaho, May 22 to Thomas & McCoy Grain Co., Ogden, and diverted to notify Bailey & Sons, Salt Lake City, May 26.

We have asked Bailey & Sons Co. to submit the issue to arbitration which they refuse to do saying that we have no cause for complaint or for action and that they have a just counter claim against us for our failure to comply with what should have been done. Should we force the issue. Are they responsible to us for loss thru refusal to accept the hay?—Anderson-Koon Co., Rexburg, Idaho.

**Ans.:** "Immediate" shipment means within three days, according to the rules of the Kansas Grain Dealers Ass'n; and buyers had a right to expect possession of the car as if it had been shipped direct to them within three days. If the car arrived May 27 and buyer was delayed in getting the hay until 11 a. m., June 1, by reason of seller's failure to allow inspection promptly buyer could refuse the hay. This is true when the original contract contemplates allowing inspection. Ordinarily a buyer is not entitled to inspection until after he has paid draft, or the B/L is indorsed "inspection allowed."

In this case seller has no recourse against buyer, for buyer washed his hands of the transaction by his letter of May 26 stating definitely that he could not use the hay. In this buyers were reasonable, the contract of May 20 calling for immediate shipment.



## Killing Weevil in Drier?

**Grain Dealers Journal:** In the May 10 issue of the Grain Dealers Journal it was stated that weevil could be killed in an ordinary grain drier by applying a certain degree of heat for so many minutes. We have put weevily winter wheat into our drier for one hour, using 160 to 180 degrees of heat. We found that we were able to blow the weevil out, but they came to life in a short time.—T. C. Co.

**Ans.:** The U. S. Dept. of Agri. Buro of Entomology has established the fact that 119 degrees is the lowest temperature that will destroy insects by dry heat. In the drying machine they had under observation they found that 140 degrees of heat killed all the insects. The time required was about 50 minutes.

B. M. Hess of the Hess Warming & Ventilating Co., who has made a study of weevil killing, states that there are five varieties of weevil.

Since the time of the government investigations Mr. Hess says it has been found that four varieties of the insect could be killed in 20 minutes by the application of 200 degrees of heat. The fifth variety requires the 200 degree heat for 35 minutes for elimination. He advises that T. C. Co. increase the temperature of its drying air to 200 degrees to get all the weevil out. He also suggests that it would be better to move one-third of the grain in the drying compartment at a time. This would mix the grain three times while it is being subjected to heat.

The elimination of weevil from grain is being accomplished in Mexico just across the border on a large scale with grain driers. The weevily Mexican grain is cleaned of all the insects by treatment in driers and then passes the United States inspector at the border as being free from weevil.

## To Get Rid of Weevil.

**Grain Dealers Journal:** We are having a lot of trouble with grain weevil. How could we best get rid of these? Will a spray affect them?—O. M. Scott & Sons Co., Marysville, O.

**Ans.:** If the insurance policy is a grain mutual use hydrocyanic acid; if a stock company use bisulfid of carbon.

Bisulfid of carbon is easy to use, but the policies of the mutual companies contain a clause "This policy shall be void if the assured does now, or hereafter keep, use or allow bisulfid of carbon in any of the buildings described in this policy."

Spraying liquids can not be used because most of them leave a poisonous deposit that is deleterious to health.

For carbon bisulfid treatment first clean the bin thoroly, sweeping the sides and remove all refuse. Make the bin as air-tight as possible. Then pour bisulfid of carbon on top of the wheat in the bin and as it evaporates the heavy vapor will sing thru the grain and kill the insects. The gas is poisonous and the operator should avoid breathing it. All fire and naked lights must be kept away as the gas is very explosive when mixed with air, so that after using, the elevator should be aired thoroly before entering. About 1½ lbs. per thousand cubic feet should be sufficient.

The bisulfid is much more effective in hot weather than in winter. The use of a greater quantity in cold weather does not help much. The liquid or the vapor does not injure the grain in any way for germination or for human food.

Hydrocyanic acid gas is one of the most deadly poisons known to medical men. A person inhaling one breath would not live long enough to take a second breath. All precautions must be taken to keep away from the rooms or buildings in which the gas is employed.

The gas is generated by placing cyanide of potassium (KCN) in sulfuric acid (H<sub>2</sub>SO<sub>4</sub>). The cyanogen (CN) which is poisonous combines with the hydrogen (H) of the acid to form the gas HCN. The chemical reaction is the simplest and all preparations are directed to distribution of the gas and the safeguarding of the life of the operator.

The quantity required is ¼ gramme of cyanide per cubic foot of space to be fumigated. A room 10x10x10 ft. containing 1,000 cu. ft. will require 250 grammes. As there are 28.35 grammes to the ounce divide this by 28.35 to reduce to ounces giving 8 4/5 oz. For each ounce of cyanide allow 1½ times as many ounces of acid, liquid measure. Allow 1½ ounces of water for each ounce of acid.

The acid and water should be distributed in the different rooms in stoneware or china crocks, or wooden pails. The acid should be poured into the water not the reverse, each crock to contain sufficient water and acid to act upon three pounds of cyanide, the crocks having a capacity of two or three gallons each. The cyanide is tied up in three-pound paper packages, and one package suspended over each crock by a string from the ceiling into which

a screw eye has been screwed. All the strings from the screw eyes are gathered to one point near the door where the operator is to make his quick exit.

Starting on the top floor the operator lowers the cyanide into the crocks containing the acid and water, closes the door and goes to the next floor below and repeats in each floor below to the basement. Do not attempt to escape by ascending a stair in the room after the cyanide has been dropped into the liquid because it is too hazardous. Doors should be barred to keep strangers out.

After 5 to 24 hours the door and windows should be opened for half an hour or longer to allow the gas to escape and in tight rooms and basement much longer, before entering. Entry should be postponed until after all the characteristic peach pit odor has disappeared.

If potassium cyanide is unobtainable sodium cyanide will answer. The strongest acid should be purchased, if of weaker strength more must be provided.

The gas will kill all insects and vermin and all larvae.

## Clean-up Car Under Minimum?

**Grain Dealers Journal:** Is an elevator company entitled to a car for season clean-up of grain that might be on hand at the cut-off time, paying freight on the actual weight, irrespective of car capacity? We now have this matter up with the Northern Pacific, which claims that there is no tariff provision to protect the actual weight.

We understand that there has been such a tariff provision in effect.—Grain Dept., Montana Flour Mills Co., Bozeman, Mont.

**Ans.:** The privilege of loading less than a car load at the carload rate to clean out the elevator is based on the provisions in the tariffs of all western roads with a few exceptions.

A good plan would be to get a small car. Some cars of 40,000 lbs. are obtainable, tho the shipper is not permitted to order such size.

The Interstate Commerce Commission has not ruled on this matter. When the carriers ass'n took the provision out of the collective tariff the Commission made no ruling, as the carriers put the clause into their individual tariffs, and the Commission merely noted the fact.

It is probable that the Northern Pacific never had it in its tariffs.

## Milling in Transit Privilege?

**Grain Dealers Journal:** We are operating a wholesale grain business here, but do no shipping and are fixing to build a small elevator and mills to make corn meal and chop for a mixed car business from this point on milling in transit, as we will have to buy all our whole grain.

How do we get the milling in transit privilege?—Steed Grain Co., Mineola, Tex.

**Ans.:** Milling in transit is a privilege granted by nearly all roads for the good and sufficient reason that if they did not they could not keep the grain traffic on their own line. The tariffs stating the conditions on which transit is granted are available to all shippers without discrimination against different cities.

The common practice is to pay the local freight on the grain from point of origin, and when the milled equivalent products are shipped out to pay the thru rate from point of origin to destination, deducting the local rate in already paid.

To get the full benefit of whatever arrangements are provided in the tariff the shipper should get a copy of the schedules and study them and conform his practices therewith.

In this case Mineola is on the International & Great Northern. M., K. & T. of Texas and the Texas & Pacific, and you should write the general freight agent of the line its house is on, for information: R. L. McLellan of the I. & G. N., Palestine, Tex.; J. F. Garvin of the M., K. & T., or C. Schonfelder, Jr., of the T. & P., both at Dallas, Tex.

Copies of the milling in transit regulations may be obtained by addressing A. C. Fonda, agent Texas Tariff Com'te, Dallas, Tex., on intrastate business; and F. A. Leland, agent Southwestern Tariff Com'te, St. Louis, Mo., on interstate business.

No charge is made for the milling in transit privilege; but when the movement involves an out-of-line haul an extra charge is usually assessed.

The excess profits tax has encouraged so much business extravagance that the removal of such an assessment would tend to eliminate trade waste which would increase business income subject to income taxes—Roy G. Elliott, Chairman Credit Men's Com'te on Federal Taxation.

## Organize an International Chamber of Commerce.

The work of setting up the machinery of the newly organized International Chamber of Commerce is now underway in the temporary headquarters, at 33 rue Jean-Donjon, Paris.

Dr. Edward Dolleans, professor of Political Economy at the University of Dijon, who is the temporary secretary-general of the International Chamber, is directing the work of putting the machinery in motion.

The outlook for the business "League of Nations" is very promising, according to American Delegates who have returned to the United States from the Paris conference where the International Chamber was formed. They report that no more earnest group of men ever met for a greater cause than the 500 delegates from France, Italy, Belgium, Great Britain and the United States,—the five foundation countries,—who gathered for the purpose of building the machine which would be set in operation to deal with commercial problems between the nations.

American delegates point out that never before had the business interdependence of the world's commerce and the acute character of many of the pressing commercial, financial and economic problems been formally recognized. Nor had there even been such a serious and united effort made to find common ground on which unity of thought and action might take place. One enthusiastic delegate expressed the opinion that the International Chamber of Commerce will come to be the spokesman and guardian of the International affairs of production and distribution. With the lapse of a few years he predicted that the machinery of the International Chamber will be working so smoothly that most of the present difficulties of international trade will be largely eliminated.

An idea of the broad extent of the work which the International Chamber means to cover may be gleaned by the points which were included in the programme of the conference:

To make import and export trade easier.

Safeguard international trade against unnecessary waste and fraud.

Standardize international documents, practices and laws affecting commercial intercourse.

Remove international friction, much of which begins with commercial differences.

Increase the total production of the world, and make the product available to the people of the world.

Increase the mutual profit in international transactions thereby promoting international friendship which is the basis of peace.

Cultivate personal friendship between business men and bankers of different nations, thus reducing prejudice and misunderstanding.

A LOAN of \$1,000,000 has recently been made to Czecho-Slovakia by the United States government.

RESTRICTIONS placed upon the importation of articles apt to carry the European corn borer or other dangerous insect pests have been made more drastic thru amendments making it necessary for foreign exporters to select their broom corn offered for shipment to the United States in such a manner as to eliminate visibly and patently infested material.

GRAIN SUPERVISION districts and their headquarters ordered changed by the Grain Standards act will be listed alphabetically in Buro of Markets Service & Regulatory announcement No. 63 which is to be issued shortly. Under the new arrangement the country has been divided into 33 supervision districts each of which will follow state and county lines entirely instead of following railway lines as heretofore.



## Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

### Demand Box Cars.

*Grain Dealers Journal:* Let us all get busy and follow the suggestion of Frank Durant and ask our directors, stockholders and patrons to write at once to their Senators and Congressmen and to the Interstate Commerce Commission demanding the immediate return to this territory of 100% box car equipment suitable for grain loading.—Yours truly, Treasurer State Grain Co., A. J. Hole, Supt., Red Lodge, Mont.

### Elevatormen Buy Grain Only When Cars Arrive.

*Grain Dealers Journal:* Efforts are being made to reduce the difficulties of marketing grain. This office has consistently urged the dealers not to load up with high priced grain, as regardless of all efforts that have been made, box cars for the shipment of grain seem to be impossible to obtain.

Dealers in most instances are protecting themselves against declines in market value by not buying the grain, but simply taking it in with the understanding that as cars are available for its shipment it will be purchased. It is not my belief that there is being a charge made for the storage of this grain, but just a gentlemen's agreement that the farmer will permit the carrying of this grain to be reflected in the price at time of settlement. This plan does not require the dealer to have large capital, and so far as I learn dealers are not having any trouble to finance this crop. There are a lot of exceptions to this plan, I find in traveling over the state. Some dealers being as "bullish" as producer loaded up with the result you can guess, others sold short taking advantage of the Export Bids out early, and of course they feel fine and dandy just at this time.—Very truly, W. E. Culbertson, Sec'y Ill. Grain Dealers Ass'n, Delavan, Ill.

### Kansas Farmers Lost Millions Because of Inability to Deliver 1919 Wheat.

*Grain Dealers Journal:* The inability of the farmers and grain dealers in the rural sections to procure cars to transport their grain to market has resulted in great loss of money.

Communities in Western Kansas offered to line live stock cars and rebuild the roofs to make them tight if the railroad would furnish them so they could move their wheat to market when the price being paid was around \$3.00 a bushel. The farmers and grain dealers agreed they would only use these cars to transport the wheat to the nearest available market so the cars might be used over again as rapidly as possible. I know grain dealers and farmers who would have purchased or rented cars for this purpose if it could have been done. One grain man bought a car paying \$2,000.00 for it. I have talked with many grain dealers of Wichita and suggested that they purchase their own cars for the transporting of their wheat. They are very much interested in this proposition and would be in the market for the cars if there was any opportunity to get them. Cars owned by grain men would only be used for the purpose of transporting grain from the small interior communities to mills and elevators in the nearest grain centers.

It is estimated that there is in Kansas

twenty-five million bushels of last year's wheat unsold due to the lack of cars.

This means a loss of \$1.00 a bushel to the farmers, as there is now that difference between the market when they were trying to get cars and the market of today. \$25,000,000 would buy a lot of cars.

We have an automobile factory here in Wichita which has gone in the hands of receiver. It would be a splendid place for the building of freight cars. If the parties owning this plant will convert it into a plant for the building of freight cars, in my judgment it would be a splendid business proposition. Yours truly, C. L. Davidson, Chairman of Board Fourth National Bank, Wichita, Kan.

### Indiana Shippers Waiting for Cars.

*Grain Dealers Journal:* Many Indiana elevators have received wheat to be settled for later when cars are available, others have bought more than they intended to and more than they need, while others have closed their doors before their houses were filled.

Some sold short for the last half of July and first half of August, which has not been protection in full, but a few cars have been received and grain moved on the contracts.

A few elevators are storing, under the law, and charge from 1 to 3c per month.

The Public Service Commission of the state is active in its efforts to get cars and every shipper is exhausting his efforts in the same direction, all of which affords meager relief to a few and little or no relief for the many.

This office has held many meetings in different parts of the state, and done what we have always refrained from doing in other years, that is, we have predicted the trend of prices downward and urged members to lay away from purchases. Many have done that or at least have refrained from buying more than a few thousand bushels in the absence of cars and they are in pretty good shape. We have never conceived it to be the function of an Association to enter into the field of prices as we are not students of markets and if we were, we have felt we might influence members in the wrong direction by reason of market fluctuations. But this year there were so many things that looked dark that we have been pessimistic and urged caution, almost to the point of inaction.

If the markets do not rally and advance considerably, many dealers in this state stand to lose about as much as they have made during the war period. This is especially true with such elevator people as are "habitual bulls."—Yours truly, Chas. B. Riley, Sec'y Indiana Grain Dealers Ass'n, Indianapolis, Ind.

### Kansas Dealers Not Filling Elevators.

*Grain Dealers Journal:* There is no concerted effort being made by the country elevator operators to reduce the difficulties of marketing the farmers' grain.

But few elevator owners and operators of this state have filled their houses, and but very few of them expect to borrow money to take care of the farmers' grain. Practically none of the elevators are storing grain for farmers, as past experience has taught them that this plan is anything but satisfactory.

The writer has just returned from a trip through the grain belt, and with few exceptions, found not over two or three cars of grain stored in elevators, and most of this has been sold for August shipment, and await empty cars.

Without exception, the elevator owners and operators, as well as the farmers with whom I talked are protesting the reinstatement of future trading. They were assured by the officials of the different Boards of Trade, that if future trading were restored, it would tend to stabilize the market and prevent wild fluctuations. Inasmuch as the past week has clearly demonstrated that they were unable

to make these promises good, the local elevator owners, operators, as well as the farmers feel that the reinstatement of futures at this time was a great mistake.

If the writer is not mistaken, there will be some drastic legislation offered at the next Congress, and I have reasons to believe that this will give the farmer organizations throughout the country an opportunity to convince Congress that future trading is controlled by certain interests of the Board of Trade and is detrimental to their interests. In fact, one of the Senators from this state has received hundreds of communications from farmer organizations, asking him to use his influence at the next session of Congress to either eliminate future trading, or in some way to control it.—E. J. Smiley, Sec'y Kans. Grain Dealers Ass'n, Topeka.

### Big Car of Oats.

*Grain Dealers Journal:* Here is the biggest car of grain we ever heard of. Who can beat it?

Today shipped from Bloomingdale, by the Bloomingdale Mill Co., on consignment to the Bert A. Boyd Grain Co., at Indianapolis, G. H. & S. A., No. 38158, containing 3,260 bus. new oats. Our previous record was made Feb. 8, 1918, when The Mecca Elevator shipped a car containing 2,931 bus.—Rohm Bros., Rockville, Ind.

### Private Wires in Small Communities.

*Grain Dealers Journal:* With regard to the movement on the St. Louis Merchants Exchange by those who consider that members who have private wires are getting an unfair share of the business amounting nearly to a monopoly, it seems that the objection is coming from those who think their pocket-books are hurt; and that they are basing their objection on moral grounds, that it is wrong to lead those to speculate who are not familiar with speculation and who ought not to be induced to speculate.

The criticism is aimed mostly at those firms having wires extending into the rural districts.

We have a wire office at my town and I find it a great convenience in trading. The wire brings to my little town all the information of the Board of Trade without cost to me. I would be sorry to see the office closed for I do not believe the closing of this office would have the effect desired of improving the business or increasing the profits of the objectors.

Closing the wire offices would cut down the volume of business to a small extent from so-called inexperienced speculators. So would the closing of the offices of the grain companies in the big cities. Public opinion will not approve any step making a monopoly of speculation. If the business is there the wire company should be permitted to develop it. The farm speculators are just as sophisticated as the city speculators, and besides they know more about grain than do the city sports.

The duty of preventing inexperienced persons from speculating rests on the non-wire house as well as on the wire house. No Board of Trade house should accept orders from a bank cashier whether over a public or a private wire. When a small commission firm gets an order over the public wire it is less able to judge the ability of the customer than is the manager of the local office who receives the order after conversing with the customer.

If the small commission firms desire to put the wire houses out of business they should abandon moral grounds and study how they can improve their service. If a wire that ought to be used for public service is leased to a private company to be used exclusively for its own business and such lease or use deprives the public of communication during



certain hours of the day by telegraf or telephone this can be remedied by giving public messages the right way. If the private wire houses did not like to have their service interrupted for minutes at a time let them put in additional wires.—Small Town Trader.

## Another Embargo on at Galveston.

**Grain Dealers Journal:** The country elevator operators of Texas are doing nothing to reduce the difficulties of moving the farmers' grain without the needed box cars and money. They are just waiting. When we had the promise of cars to move the grain, there immediately developed a boat shortage and embargo was placed on Galveston, so you see we are tied up in great shape. The farmers in this country are reasonably honest and do nothing to protect themselves against such difficulties.

The elevator men are not in position to store wheat for their farmer friends, as they had already bought wheat to the limit of capacity, hoping to get cars.

In the Panhandle, when cars are placed on track at elevators or placed on track for scoop-shovelers, as fast as the wheat is loaded into the cars, wagons are standing filled with wheat to fill up the available space. The elevator men had hoped to get cars, but as they are not getting them very fast, now that the mills are not buying and embargo placed on shipments to Galveston, cars are of little value. From this, you can see "it beats business how hell keeps up."—Yours truly, H. B. Dorsey, Sec'y. Texas Grain Dealers Ass'n, Fort Worth.

## Indiana Dealers to Have Outing at Lake Maxinkuckee.

The annual outing of the Indiana Grain Dealers Ass'n will be held this year at Lake Maxinkuckee over Labor Day, Sept. 4, 5 and 6. These annual outings of the dealers and their families were discontinued during the war. The revival of the old custom is expected to bring a record crowd.

Lake Maxinkuckee is a beautiful lake of over 1800 acres which affords ideal fishing, boating and swimming. Culver Military Academy is located at this point and there are many other attractions not usually found at summer resorts.

Sec'y Riley says, "This is to be simply an outing for grain dealers, millers and their friends where a few days of rest and social enjoyment may be had with friends, acquaintances and those engaged in similar business occupations. Should business conditions be such as to require any formal action on the part of the trade, provision will be made for conferences. Otherwise the time will be given up to fishing, boating, swimming and other informal social activities and enjoyment. An invitation is extended to all grain dealers, millers and their friends not only from Indiana but from all states."

Maxinkuckee is about 32 miles north of Logansport on the Michigan Division of the Vandalia R. R. and about 15 miles south of Plymouth on the P. Ft. W. and C. R. R. All who wish to go by rail will find it easy to reach. Those who wish to go by automobile will find good roads from north, south, east and west.

Headquarters will be established at the Palmer House, Maxinkuckee. Dealers planning to attend should make reservation by writing the manager of the Palmer House, Culver, P. O., Ind.

WHEAT AND RYE sufficient to meet the requirements of Norway for the remainder of the year has been purchased from other countries announces the Norwegian Ministry of Supplies. A four months' reserve supply of these grains, approximately 100,000 tons is still to be purchased.

## Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

C. M. & St. P. 59062 passed thru Beck, Ia., on the C. B. & Q. R. R., Aug. 8, going south, leaking oats on side of car.—Henry Louth, Donnellson, Ia.

G. T. 30868 passed thru Harvard, Ill., on Saturday, Aug. 7, leaking barley at the drawbar.—D. Hereley & Sons.

So. 16148 passed thru Vincent, Ia., on train No. 60 on Aug. 6 leaking wheat thru loose sheathing. I tried to nail it up but the wood was too rotten.—George Schissell.

C. & N. W. 80354 passed thru Vincent, Ia., on train No. 60 on Aug. 6 leaking wheat at the end of the car.—George Schissell.

Pa. 43516 passed thru Swanton, Ind., on Aug. 5 leaking wheat from hole in side of car. Car looked like it had been hit or side swiped.—J. W. Geary, mgr. W. B. Foresman Grain Co.

Maine Central 9256 from Campbell, Neb., to Schuyler, Neb., was set out at Central City, Neb., on Aug. 5 leaking wheat thru a break in the grain door.—L. E. Nugent, agt. The Hord Co.

S. P. 8595 had two end boards loose thru which grain was leaking on Aug. 4 while passing thru a Missouri town. Grain door was also leaking.—(We will appreciate it if the one sending this information will give us his name and address.)

U. P. 124787 was leaking grain thru sprung doors on Aug. 4, while passing thru a Missouri town.—(We will appreciate it if the one sending this information will give us his name and address.)

P. & E. R. Y. 45536 was leaking grain thru bulged grain door while passing thru a Missouri town on Aug.—(We will appreciate it if the one sending this information will give us his name and address.)

— 72676 was leaking thru a sprung door while passing thru a Missouri town on Aug. 4.—(We will appreciate it if the one sending this information will give us his name and address.)

M., K. T. 93046 passed thru Greenville, O., at 9:50 the morning of August 4, going east. Wheat was leaking thru the bottom of car in our judgment at about a bushel per minute.—H. L. Powell.

C. G. W. 15698 passed thru Greenville, O., going east at 4:30 p. m., on Aug. 4. A draw bar was pulled out and from 50 to 70 bus. of wheat leaked out. This grain was picked up afterwards but I do not know whether it was loaded back into the car or not, however, there was plenty of dirt in it.—H. L. Powell.

Pa. 515353 passed thru Nevada, Ia., Aug. 4, at 4 p. m., leaking oats at bottom of door.—Frazier & Son.

N. Y. C. 92936 passed thru Swanton, Neb., on Aug. 3 leaking wheat.—L. F. Ellermeier.

D. & H. 24371 passed thru Chester, Neb., eastbound on July 31 leaking wheat badly. The corner post apparently had broken loose at the top. The train crew was notified.—Brown Lumber Co.

G. N. 22889 passed thru Spencerville, Ind., going east, July 30. South door open and wheat leaking badly at post.—W. P. Steward, mgr. Steward Grain & Lumber Co.

P. M. 50947 passed thru Maywood, Neb., on July 30 leaking wheat thru the sheathing. Sheathing was sprung loose from the sill. Train did not stop but a short while so I did not get time to notify the train crew.—B. C. Saum, mgr. Maywood Equity Exchange.

I. C. 43027 passed thru Abernathy, Tex., on July 30 leaking wheat badly at one corner of

car. A hole was eaten almost thru the car at this place from the outside.—Plains Grain Co.

I. & G. N. 4326 passed thru Wyman, Ia., on July 30, leaking wheat thru the sheathing near the door post. Car could not be repaired as it only stopped a few minutes.—W. A. Holland, mgr. Wyman Supply Co.

K. C., M. & O. 4060 was standing on the C. & A. switch track at Greenview, Ill., on July 27 leaking wheat over the draw bar. Our man stopped the leak the best he could.—J. J. Henry, mgr. Farmers Grain Co.

C., B. & Q. 110478 passed thru Upland, Neb., on July 25, leaking wheat thru the side of car because of broken siding board. With the assistance of the freight crew I fixed up leak as well as I could.—N. Ostergaard, mgr. Peoples Grain Co.

Frisco 30325 passed thru Littlefield, Tex., on July 23 leaking badly.—H. G. Tolbert, H. G. Tolbert Grain Co.

## Reconsignment Restrictions on Coal, and Lumber.

Aug. 2 the Interstate Commerce Commission issued an order, Special Permission No. 50321, as follows:

Ordered, That all carriers and their lawfully appointed agents are hereby authorized to publish and file consecutively numbered supplements to or reissues of their tariffs, such supplements to or reissues of tariffs to establish reconsigning rules applicable on all freight in open top cars and coal and coke in all cars, and penalty charges for detention to all open top cars and cars loaded with lumber, coal or coke, as hereinafter set forth, and to be made effective upon not less than five days' notice to the Commission and the general public by posting and filing in the manner required by law, and to supersede and cancel rules and charges in conflict therewith.

Only one reconsignment will be permitted, namely:

1. If reconsignment order is received in time to permit instructions to be given to yard employees prior to arrival of shipment at billed destination, or if such billed destination is served by a terminal yard, then prior to arrival at the terminal yard a charge of \$2.00 per car will be made for this service.

2. If reconsignment order is received in time to permit instructions to be given to yard employees within twenty-four (24) hours after arrival of car at destination, or if destination is served by a terminal yard, then within twenty-four (24) hours after arrival at such terminal yard a charge of \$5.00 per car will be made for this service.

3. When not reconsigned as above any order for reconsignment, diversion or reshipment will subject the freight traffic to the sum of local rates to and from points of reconsignment, plus \$5.00 per car.

1. On cars loaded with lumber held for reconsignment a storage charge of \$10 per car will be assessed for each day or fraction of a day that car is held after 48 hours after the hour at which free time begins to run under the demurrage rules.

Note 1. Applies on lumber, shingles, poles, piling, mine timber, box, barrel or crate materials and other forest products on which the lumber rates apply.

2. On all open top cars and on all cars loaded with coal or coke not released within the free time as prescribed in the National Car Demurrage Rules, J. E. Fairbanks, I. C. C. No. 8, supplements thereto or reissues thereof, a storage charge of \$10 per car per day, or fraction of a day, will be made until car is released.

3. The charges provided above will be in addition to any existing demurrage and track storage charges and are subject to the provisions of the National Car Demurrage Rule with respect to notification, computing time and allowances provided for in Rule 8 thereof. Expires with close of business January 1, 1921.

## The Man Who Loves His Job.

No matter what grip of hand he has—  
How poor or strong his brain.  
There's always a place for the man who loves  
His work with might and main.  
Does he dig a ditch, or blaze a trail,  
Where the dreams of men may run?  
No clod of earth shall shoulder him  
From his place out in the sun.

It isn't the kick, it's not the pull,  
That brings the strong man out;  
But it's long-time work, and it's all-time will  
And the cheerful heart and shout.  
Have you faith in yourself? Do you want to win?

Is your heart for success athrob?  
There's just one thing that can bring you in  
With the winners—love your job!  
—The Family Bin.



## Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome. Let us hear from you.

### GEORGIA.

Thomasville, Ga., Aug. 7.—Corn crop as a whole is short. In some localities the crop is in fine shape, and there will be a surplus, caused by increased acreage.—Thomasville Elevator Co.

### ILLINOIS.

Padua, Ill., July 30.—Corn is being injured by the dry weather.—J. Chubbock, Padua Grain Co.

Compton, Ill., July 31.—Crops are good here. Oats are yielding 50 bus. to the acre. Corn looks fine but needs rain.—J. W. Banks.

Greenfield, Ill., July 26.—Corn crop is not very good. Wheat averaged 5 to 25 bus. to the acre.—George N. Cole, mgr. Greenfield Co-op. Grain Co.

Manlius, Ill., July 29.—Big crop of small grain here. Threshing wheat, rye and barley. Corn needs rain badly.—F. L. Neal, Bollman Grain & Coal Co.

Godfrey, Ill., July 27.—Wheat crop is fair and of very good quality. Chinch bugs are getting about all of the corn.—William Neider, mgr. Godfrey Elevator Co.

Marseilles, Ill., July 31.—Wheat is a splendid crop. Oats will be a fair crop. Corn prospects are good but we need rain badly as it is firing on light soil.—P. L. Jarvis, mgr. Marseilles Grain & Livestock Co.

Beckemeyer, Ill., July 31.—Threshing in full swing. Crop is almost a failure with the exception of a few well limed and phosphated farms. Wheat yield will average about 5 bus. to the acre. Corn has been damaged by chinch bugs and needs rain. Oats yield will range from 5 to 45 bus. per acre. Early sown will be best yield.—H. H. Timmerman, mgr. Farmers Elevator Co.

Chicago, Ill., Aug. 7.—Dry weather still threatens parts of the corn belt, but crop promises to be a bumper. Reports indicate winter wheat yield will be large, tho only fair in Illinois and Indiana. Threshing continues under very favorable conditions. Some damage to spring wheat from black rust reported from various localities, extent not yet determined. Oats and rye threshing begun and excellent yields indicated.—American Steel & Wire Co.

Springfield, Ill., Aug. 4.—Weather for the week of Aug. 3 was ideal for haying, harvesting and threshing, but copious rains are needed for corn, grass lands and vegetables. Soil is very dry in some places. At Springfield the rainfall since June 2 is but 17% of normal. Corn is firing in numerous areas, and some chinch bug damage in parts of the southwest quarter. Harvest is nearly completed, and threshing is general. Spring wheat is very rusty in some northern counties.—Clarence J. Root, meteorologist, U. S. Dept. of Agri.

### IOWA.

Audubon, Ia., Aug. 4.—Crops in this locality are looking fine, but corn is needing rain—

Monona, Ia., July 26.—Crops are splendid in this locality. Harvesting of oats has commenced.—A. Carr.

Midvale, Ia., July 26.—Crop conditions are about 70% normal and the harvesting has commenced.—George A. Urquardt.

Stanton, Ia., July 25.—Crops are good here. Wheat is averaging 20 to 35 bus. to the acre; oats 40 to 60 bus. With a little more rain the corn crop should be good.—C. A. Wickstrom, mgr. Farmers Grain & Livestock Co.

Des Moines, Ia., Aug. 3.—Cool nights with dry weather in most of the state, were unfavorable for the best development of corn. On thin soils corn is curling and firing, but would fully recover if rain comes soon. Tho the surface is dry, considerable moisture remains in the subsoil. Corn and other deeply rooted crops are therefore not as rule suffering seriously. Harvesting and threshing progressed rapidly during the dry weather of the past two weeks. Only occasional fields of late oats, barley or spring wheat in the northern tier of counties remain unharvested. The

yield of winter wheat has been satisfactory. Threshing returns from oats in the southern half of the state show yields averaging slightly above 40 bus. per acre, or about 3 bus. per acre above the state-wide ten-year average. In most of the northern part of the state the crop is reported as turning out better than expected. Spring wheat reports continue poor. Quality of small grains other than spring wheat is good to excellent, due partly to the excellent harvest weather. Threshing is progressing rapidly and less than the usual amount of stacking will be done.—Charles D. Reed, meteorologist and director, U. S. Dept. of Agri.

### KANSAS.

Lewis, Kan., Aug. 1.—Corn crop is good and we just had a 1½-inch rain.—Laird & Gibson.

Center Point, Kan., Aug. 4.—Crops of all kinds are extra good.—H. D. Hayward, Stevens Scott Grain Co.

Lindsborg, Kan., Aug. 5.—All crops are looking good in our locality. Corn needs rain at the present time.—Lindsborg Seed Co.

Parsons, Kan., Aug. 3.—No rain in this part of the state for some time. Crops are suffering, especially corn. Ground is too dry for good plowing. Wheat is yielding about ½ of what was expected.—George Smith, reptg. W. S. Nicholson Grain Co.

Randolph, Kan., July 27.—Wheat was of good quality and averaged about 25 bus. per acre here. Oats were light and average about 30 bus. to the acre. Second cutting of alfalfa is only 20% of a crop.—J. A. Amnell, mgr. Randolph Farmers Union Co-op. Co.

Garden City, Kan., Aug. 2.—Wheat this year is turning out about 50% more than farmers estimated at harvest time. Quality is far above the average. The first four cars of wheat we shipped this year graded No. 1 dark hard and average from 61½ to 64 pounds per bushel and on analysis already made it tested from 13.8 to 14.6 gluten, which makes very desirable wheat for flour.—C. F. McDonald, mgr. Garden City Elevator.

### MICHIGAN.

Rudyard, Mich., July 26.—Wheat and oats are looking fine.—R. J. Forgrave.

Scotts, Mich., July 26.—Wheat quality will be good but a light yield. One thresher started today. Expect a fine crop of excellent quality rye with quite a quantity of choice Rosen seed rye. Oats are looking fine and seem to be filling well. With the recent rains crop should be good.—White Bros.

### MINNESOTA.

Lismore, Minn., Aug. 2.—Harvesting is more than half done here. Crops are all good.—Lismore Farmers Elevator Co.

Oklee, Minn., July 25.—Crops are good but black rust has set on wheat.—Henry Falardeau, Oklee Farmers Co-op. Elevator Co.

Lake City, Minn., July 30.—Spring wheat is no good because of rust. Winter wheat is good. Oats, rye and corn are good.—E. L. Demarce, mgr. Farmers Elevator Co.

Hendrum, Minn., July 31.—Crops looked very good until lately, when the black rust struck. Taking quality and quantity into consideration loss will be 50%.—Hendrum Co-op. Elevator Co.

Minneapolis, Minn., Aug. 4.—Harvesting of barley, oats and wheat is almost completed in many sections of southern Minnesota and South Dakota. Weather during the past week has been too dry for the best results in late wheat, now filling. More moisture is needed. Corn in some districts would also benefit by rain. The large acreage of durum wheat has withstood the hardships without much damage and a fine yield of good quality is expected. The spring wheat crop will vary greatly both in weight and quality. Rust and heat have affected the late wheat to a considerable extent. Early returns on oats are very good. Barley is not quite as favorable, but where there has been sufficient moisture both of these crops are heavy. Parts of northwestern North Dakota and eastern Montana will not have enough oats for their local needs.—Van Dusen Harrington Co.

### MISSOURI.

Dunlap, Mo., Aug. 7.—Corn is badly in need of rain.—Stanley Walker.

Buell, Mo., July 31.—Wheat crop is very light. Oats are good. Corn has been damaged by chinch bugs and drouth.—D. B. Sailor.

California, Mo., July 31.—Wheat average is about 9 bus. per acre and is of good quality. Corn needs rain. So far it is not suffering but rain is necessary.—Kuhlman-Meyer Grain Co.

### MONTANA.

Molt, Mont., Aug. 2.—Crops will run from fair to good in quantity with the quality good.—C. W. Lee.

### NEBRASKA.

Charleston, Neb., Aug. 3.—Wheat is making from 10 to 28 bus. Early sowing is good. Late is light weight and yield. Oats are good, making 60 bu. Corn looks good.—Otto Bros.

Central City, Neb., July 27.—Fine prospects for a good corn crop. Ground has plenty of moisture. Our winter wheat was hurt by black rust, probably one-third. Oats will make a good crop. Barley also looks good.—L. E. Nugent, agent Hard Co.

Lodge Pole, Neb., July 23.—Harvest is progressing nicely. At least half of the grain in shock at this date. Combine harvesters start today. Estimated yield is placed at 20 bus. to the acre. Corn needs moisture.—A. R. Jamieson, Jr., mgr. Farmers Union Co-op. Grain & Stock Ass'n.

Byron, Neb., Aug. 5.—Corn is in excellent condition around here now. Had an inch of rain last night, putting the stubble ground in fine shape for fall plowing. Threshing is practically over. Wheat made from 20 to 30 bus. per acre and one or two fields ran over 40 bus. per acre.—H. C. Gregory, mgr. J. F. Gregory & Sons.

### NORTH DAKOTA.

Hettinger, N. D., Aug. 7.—Crops look good but the black rust is doing some damage.

Fairmont, N. D., Aug. 5.—Crops are good but a little rust.—M. G. Miller, prop. Fairmont Grain & Fuel Co.

Cooperstown, N. D., July 30.—The crop is about ready to cut and seems to be very good.—W. E. Chamley, sec'y-treas. Chamley Bros. Grain Co.

Selz, N. D.—Crop conditions here very good. If nothing happens to grain it will make from 10 to 30 bus. per acre.—L. Prader, agt. Minnesota Elevator Co.

### OHIO.

Delphos, O., Aug. 7.—Most crops are doing fair here this year. Wheat is a poor yield and quality.—L. C. Allinger.

Stryker, O., July 31.—Prospects point to a heavy crop of oats. Corn outlook is also good.—D. G. Perkins, sec'y, Stryker Farmers Exchange Co.

Monroeville, O., Aug. 7.—Corn never looked better in this section. Oats are yielding well. Wheat crop is very poor on account of the bad hail storm in June.—Horn Bros. Co.

Hamilton, O., July 27.—Wheat is of good quality. It is a light crop full of moisture. Corn growing is slow because of too much cool weather. Oats will be fairly good crop.—Cass M. Elliott.

Columbus, O., July 27.—Crop conditions within the state are very good, corn being well advanced and a large per cent of it now in the tassel. The oat crop which at one time was thought to be small has developed into one of the best the state has ever raised. The wheat crop is peculiar in the fact that it has a very high test weight, ranging from 60 to 62 pounds, but containing from 15 to 17% moisture, which is something unheard of in wheat raising. The quality is very fine, but will require very careful handling to make it merchantable wheat. The clover crop is said to be very good, although not quite as large as last year.—Traveler.

### SOUTH DAKOTA.

Delmont, S. D.—Corn, oats and barley look fine in this locality. Wheat, effected by rust to some extent.—M. R. Hansen.

Delmont, S. D., July 29.—Corn prospects the best ever. Tasseling has started and the ears are shooting. Oats are fine. Wheat is slightly rusted and there is some scab but crop will be fair.—Gayle Snedecor, mgr. Farmers Elevator Co.

Colome, S. D., July 23.—Corn has been doing wonderfully well the past 10 days. Rye cutting is well under way. Cutting of wheat and oats has also started. Nothing but hail can prevent an unusual crop.—E. P. Kositzky, Rosebud Grain Co.

### WASHINGTON.

Seattle, Wash.—Copious rains thruout this state have greatly improved prospects for the yield of wheat and other grain. Our people are expecting a very good crop.—R. C. Hill, mgr. Merchants Exchange.



## WISCONSIN.

Randolph, Wis., July 30.—Crops are very good this year. Quantity and quality better than last year.—D. G. Jones.

## WYOMING.

New Castle, Wyo., July 31.—Winter wheat is fine. Spring wheat fair, but doubtful as to ultimate yield. Oats are rather late, but good. —New Castle Roller Mills.

## Government Crop Report.

Washington, D. C., Aug. 9.—The crop reporting board of the bureau of crop estimates makes the following estimates:

| Crop.     | Total production in millions of bus. |               | Yield per acre. |       |
|-----------|--------------------------------------|---------------|-----------------|-------|
|           | Aug. 1, 1920.                        | Aug. 1, 1919. | 1920.           | 1919. |
| Rye       | 77.9                                 | 77.9          | 88.5            | 14.2  |
| Buckwheat | 90.5                                 | 88.1          | 14.8            | 16.3  |
| Flax      | 80.1                                 | 52.7          | 14.3            | 8.9   |
| Rice      | 88.7                                 | 90.4          | 52.0            | 41.1  |
| Hay, tons | 90.5                                 | 91.0          | 88.6            | 91.3  |

## SPRING WHEAT.

| State. | Condi-<br>tion<br>Aug. 1,<br>1920. | Forecast*<br>1920,<br>from<br>Aug. 1,<br>condition. |         | Dec. estimate*<br>1919,<br>5-yr.<br>average<br>1914-18. |          |
|--------|------------------------------------|-----------------------------------------------------|---------|---------------------------------------------------------|----------|
|        |                                    | 1920.                                               | 1919.   | 1919.                                                   | 1914-18. |
| Minn.  | 70                                 | 42,546                                              | 36,735  | 52,395                                                  | 57,716   |
| N. D.  | 75                                 | 77,794                                              | 53,613  | 86,912                                                  | 86,912   |
| S. D.  | 70                                 | 32,250                                              | 29,200  | 43,610                                                  | 43,610   |
| Mont.  | 68                                 | 26,760                                              | 7,713   | 15,004                                                  | 15,004   |
| Wash.  | 64                                 | 21,234                                              | 20,300  | 17,065                                                  | 17,065   |
| U. S.  | 73.4                               | 261,506                                             | 209,351 | 258,748                                                 | 258,748  |

## CORN.

| State. | Condi-<br>tion<br>Aug. 1,<br>1920. | Forecast*<br>1920,<br>from<br>Aug. 1,<br>condition. |           | Dec. estimate*<br>1919,<br>5-yr.<br>average<br>1914-18. |           |
|--------|------------------------------------|-----------------------------------------------------|-----------|---------------------------------------------------------|-----------|
|        |                                    | 1920.                                               | 1919.     | 1919.                                                   | 1914-18.  |
| Pa.    | 86                                 | 58,973                                              | 72,192    | 59,567                                                  | 59,567    |
| Va.    | 93                                 | 43,115                                              | 44,800    | 52,048                                                  | 52,048    |
| N. C.  | 92                                 | 60,190                                              | 55,100    | 57,716                                                  | 57,716    |
| Ga.    | 81                                 | 65,587                                              | 69,890    | 64,760                                                  | 64,760    |
| Ohio   | 88                                 | 147,738                                             | 162,800   | 137,873                                                 | 137,873   |
| Ind.   | 86                                 | 177,924                                             | 175,750   | 178,140                                                 | 178,140   |
| Ill.   | 75                                 | 284,871                                             | 301,000   | 347,537                                                 | 347,537   |
| Mich.  | 86                                 | 57,470                                              | 64,350    | 50,060                                                  | 50,060    |
| Wis.   | 86                                 | 67,837                                              | 85,540    | 56,493                                                  | 56,493    |
| Minn.  | 88                                 | 109,344                                             | 118,000   | 89,100                                                  | 89,100    |
| Iowa   | 94                                 | 412,284                                             | 416,000   | 363,650                                                 | 363,650   |
| Mo.    | 84                                 | 200,159                                             | 155,412   | 171,524                                                 | 171,524   |
| S. D.  | 89                                 | 103,169                                             | 91,200    | 91,105                                                  | 91,105    |
| Neb.   | 90                                 | 212,602                                             | 184,186   | 190,383                                                 | 190,383   |
| Kan.   | 85                                 | 128,382                                             | 69,362    | 102,465                                                 | 102,465   |
| Ky.    | 90                                 | 96,941                                              | 82,500    | 99,485                                                  | 99,485    |
| Tenn.  | 89                                 | 82,032                                              | 74,750    | 86,790                                                  | 86,790    |
| Ala.   | 84                                 | 69,166                                              | 62,843    | 62,144                                                  | 62,144    |
| Miss.  | 77                                 | 66,399                                              | 59,700    | 63,448                                                  | 63,448    |
| La.    | 87                                 | 41,124                                              | 32,375    | 37,943                                                  | 37,943    |
| Tex.   | 95                                 | 166,784                                             | 202,800   | 112,350                                                 | 112,350   |
| Okla.  | 90                                 | 83,491                                              | 74,400    | 54,365                                                  | 54,365    |
| Ark.   | 86                                 | 59,232                                              | 48,726    | 49,702                                                  | 49,702    |
| U. S.  | 86.7                               | 3,003,322                                           | 2,917,450 | 2,760,484                                               | 2,760,484 |

## OATS.

| State. | Condi-<br>tion<br>Aug. 1,<br>1920. | Forecast*<br>1920,<br>from<br>Aug. 1,<br>condition. |           | Dec. estimate*<br>1919,<br>5-yr.<br>average<br>1914-18. |           |
|--------|------------------------------------|-----------------------------------------------------|-----------|---------------------------------------------------------|-----------|
|        |                                    | 1920.                                               | 1919.     | 1919.                                                   | 1914-18.  |
| N. Y.  | 93                                 | 42,231                                              | 29,580    | 43,890                                                  | 43,890    |
| Pa.    | 97                                 | 40,934                                              | 36,859    | 39,596                                                  | 39,596    |
| Ohio   | 96                                 | 61,456                                              | 51,853    | 64,261                                                  | 64,261    |
| Ind.   | 91                                 | 69,471                                              | 60,225    | 66,576                                                  | 66,576    |
| Ill.   | 84                                 | 144,207                                             | 123,060   | 186,214                                                 | 186,214   |
| Mich.  | 92                                 | 52,548                                              | 36,875    | 55,964                                                  | 55,964    |
| Wis.   | 92                                 | 96,409                                              | 78,123    | 90,193                                                  | 90,193    |
| Minn.  | 89                                 | 117,498                                             | 90,160    | 113,344                                                 | 113,344   |
| Iowa   | 89                                 | 208,038                                             | 196,182   | 210,126                                                 | 210,126   |
| Mo.    | 88                                 | 43,644                                              | 38,259    | 38,659                                                  | 38,659    |
| N. D.  | 75                                 | 63,036                                              | 38,400    | 63,158                                                  | 63,158    |
| S. D.  | 92                                 | 64,676                                              | 53,650    | 65,136                                                  | 65,136    |
| Neb.   | 88                                 | 71,328                                              | 69,962    | 78,301                                                  | 78,301    |
| Kan.   | 86                                 | 55,843                                              | 44,229    | 51,435                                                  | 51,435    |
| Tex.   | 63                                 | 40,682                                              | 94,500    | 35,549                                                  | 35,549    |
| Okla.  | 87                                 | 43,391                                              | 49,500    | 27,770                                                  | 27,770    |
| Mont.  | 70                                 | 18,488                                              | 26,120    | 21,766                                                  | 21,766    |
| U. S.  | 87.2                               | 1,402,064                                           | 1,248,310 | 1,414,558                                               | 1,414,558 |

## BARLEY.

| State. | Condi-<br>tion<br>Aug. 1,<br>1920. | Forecast*<br>1920,<br>from<br>Aug. 1,<br>condition. |         | Dec. estimate*<br>1919,<br>5-yr.<br>average<br>1914-18. |          |
|--------|------------------------------------|-----------------------------------------------------|---------|---------------------------------------------------------|----------|
|        |                                    | 1920.                                               | 1919.   | 1919.                                                   | 1914-18. |
| Wis.   | 90                                 | 16,208                                              | 13,568  | 20,103                                                  | 20,103   |
| Minn.  | 88                                 | 23,074                                              | 18,200  | 34,134                                                  | 34,134   |
| Iowa   | 89                                 | 8,215                                               | 8,032   | 10,807                                                  | 10,807   |
| N. D.  | 73                                 | 24,921                                              | 14,950  | 32,301                                                  | 32,301   |
| S. D.  | 90                                 | 23,683                                              | 19,250  | 26,570                                                  | 26,570   |
| Kan.   | 87                                 | 17,978                                              | 16,200  | 6,458                                                   | 6,458    |
| Colo.  | 90                                 | 5,985                                               | 3,900   | 4,532                                                   | 4,532    |
| Ida.   | 89                                 | 3,989                                               | 3,360   | 6,402                                                   | 6,402    |
| Wash.  | 86                                 | 4,587                                               | 4,140   | 5,747                                                   | 5,747    |
| Ore.   | 93                                 | 2,827                                               | 1,886   | 4,622                                                   | 4,622    |
| Cal.   | 81                                 | 29,648                                              | 30,000  | 37,658                                                  | 37,658   |
| U. S.  | 84.9                               | 195,316                                             | 165,719 | 214,819                                                 | 214,819  |

\*In thousands of bushels—i. e., 000 omitted.

The amount of oats remaining on farms Aug. 1 is estimated at 4.5 per cent of last year's crop, or about 56,420,000 bu., as compared with 93,045,000 bu. on Aug. 1, 1919, and 72,212,000 bu. the average of stocks on Aug. 1 for the five years 1914-1918.

## WINTER WHEAT.

| State. | Total production in thousands of bushels. |         | Yield per acre, bus. |       |
|--------|-------------------------------------------|---------|----------------------|-------|
|        | Dec. estimate, 1920.                      | 1919.   | 1920.                | 1919. |
| N. Y.  | 10,057                                    | 10,428  | 22.3                 | 20.9  |
| Pa.    | 25,581                                    | 28,665  | 16.6                 | 17.4  |
| Md.    | 12,172                                    | 10,665  | 17.0                 | 16.1  |
| Va.    | 11,425                                    | 12,508  | 12.5                 | 12.8  |
| Ohio   | 27,040                                    | 53,480  | 13.0                 | 17.1  |
| Ind.   | 20,460                                    | 45,792  | 12.0                 | 15.9  |
| Ill.   | 29,959                                    | 57,800  | 15.2                 | 16.4  |
| Mich.  | 12,855                                    | 19,285  | 15.0                 | 17.1  |
| Iowa   | 8,620                                     | 16,530  | 20.0                 | 20.4  |
| Mo.    | 29,350                                    | 57,699  | 12.5                 | 14.3  |
| Neb.   | 52,366                                    | 54,997  | 18.4                 | 16.3  |
| Kan.   | 123,600                                   | 150,722 | 16.0                 | 13.8  |
| Ky.    | 6,304                                     | 12,029  | 10.2                 | 12.2  |
| Tenn.  | 4,155                                     | 7,290   | 9.8                  | 10.9  |
| Tex.   | 13,082                                    | 31,350  | 13.5                 | 13.5  |
| Okla.  | 39,136                                    | 52,640  | 16.0                 | 12.6  |
| Mont.  | 4,634                                     | 3,016   | 14.0                 | 20.6  |
| Colo.  | 17,220                                    | 11,917  | 20.0                 | 20.2  |
| Utah   | 2,652                                     | 1,722   | 17.0                 | 19.9  |
| Idaho  | 5,908                                     | 6,105   | 19.5                 | 25.0  |
| Wash.  | 18,008                                    | 19,800  | 24.5                 | 24.8  |
| Ore.   | 15,939                                    | 16,010  | 23.0                 | 21.8  |
| Cal.   | 9,840                                     | 16,335  | 15.0                 | 16.7  |
| U. S.  | 532,641                                   | 731,636 | 15.6                 | 15.6  |

## South Dakota Grain and Coal Dealers Enjoy Outing.

South Dakota grain and coal dealers and their families held their annual outing at Lake Kampeska, a well known summer fishing resort just outside of Watertown. The largest crowd that ever attended one of these outings was on hand.

The program of entertainment included a big picnic dinner served at noon after which everyone was taken for a boat ride around Lake Kampeska.

A concert was provided in the afternoon and at this time many of the dealers tried their luck at fishing. Mark Hanna of Watertown claims the record as the best fisher.

Following the concert and fishing, old fashioned games were played and the day ended with the serving of a delicious supper.

J. F. Sankey, mgr. of the Farmers Elevator Co. at Watertown was sec'y of the com'te which arranged this year's outing.

## HAPPYGRAPHS.

Your neighbor is a good fellow—if you know him. Get acquainted. Knowing him will make both of you happier.

You are always happier when you have smiled than when you have not. Smile!

A beclouded sun makes a dark day for us all. Don't let any clouds prevent the sunlight of yourself from shining upon others.

Kick a dog and he'll yelp. Pat his head and he'll lick your hand. Human beings are just as responsive as dogs.

—From Edgar-Morgan Co.

## Coming Conventions.

Aug. 17, 18. National Bean Ass'n, Chicago, Ill.

Sept. 4, 5, 6. Outing of Indiana Grain Dealers Ass'n at Lake Maxinkuckee, Culver, Ind.

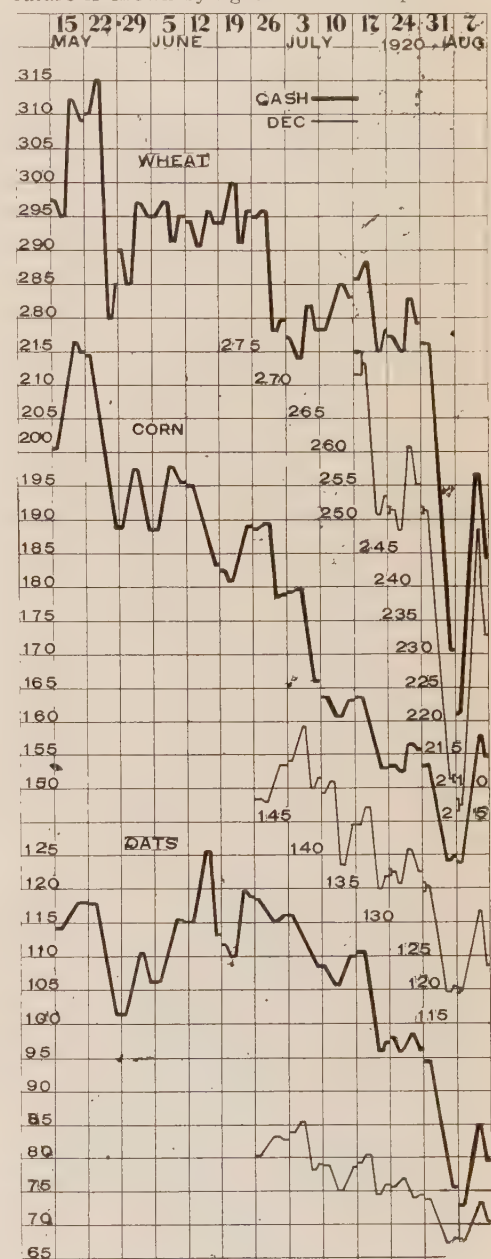
Oct. 11, 12 and 13. Grain Dealers National Ass'n at Minneapolis, Minn.

Jan. 25, 26, 27. Farmers Grain Dealers Ass'n of Iowa at Fort Dodge, Ia.

INVENTORIES under income tax law must be made when required by the Commissioner of Internal Revenue; and a new definition has been made in the first sentence of article 1584, by adding the words in italics, so that it reads as follows: Market means the current bid price prevailing at the date of the inventory for the particular merchandise, and is applicable to goods purchased and on hand and to basic materials in goods in process of manufacture and in finished goods on hand, exclusive, however, of goods on hand or in process of manufacture for delivery upon firm sales contracts at fixed prices entered into before the date of the inventory, *which goods must be inventoried at cost.* (T. D. 3047)

## Cash Wheat, Corn and Oats Fluctuations from May 10 to Aug. 7.

Opening, high, low and closing average prices of No. 2 red winter wheat, No. 2 mixed corn and No. 2 white oats at Chicago each week are given on the chart herewith. The daily average is used in charting; actual prices were made each day a few cents above or below the extreme charted. The December future is shown by light line for comparison.



SEED GRAIN for fall sowing in Roumania will be requisitioned by the government from grain of the present crop. Based on present rate of exchange, prices to be paid the producer per bushel will be as follows: wheat, 81.6c; rye, 66c and barley, 60.9 c. Money with which to purchase agricultural implements will also be raised by requisitioning certain amounts of the coming crop at a price not yet made public.

AMERICA'S oldest flour mill, the Lea Milling Co., at Wilmington, Del., recently discontinued business. During the revolutionary war Washington considered the mill of such importance that he ordered it dismantled and the parts buried so it would not fall into the hands of the British troops. Records at this mill show that in 1780 the record price of \$24 per bu. was paid for wheat and 400 bbls. of flour was sold for \$21,000.



Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

Washington, D. C., July 28.—Last year's wheat carried over until July 1, 1920, amounted to 109,318,000 bus., compared with a carry-over of 1918 wheat on July 1, 1919, of 45,561,000 bus. On July 1 this year wheat in farmers' hands amounted to 47,756,000 bus., compared with 19,261,000 bus. on the farms on July 1, 1919. Wheat in country mills and elevators on July 1 amounted to 36,988,000 bus., compared with 19,768,000 bus. in 1919. Total stocks wheat at elevators and mills on July 1 is estimated at 24,574,000 bus., compared with stocks of 9,532,000 bus. on the corresponding date in 1919.—U. S. Dept. of Agri.

Chicago, Ill., July 26.—First new rye to arrive at this market graded No. 1 and 2, was grown in Illinois and sold for \$2.16. Last year the first rye to arrive came from Iowa and was sold for \$1.66.

Chicago, Ill., Aug. 3.—Tho the wheat harvest is not completed, the approximated result is evident, and a survey of the situation at home and abroad is permissible at this time. Last year's crop and carry-over was 983,000,000 bus. Seed and carry-over left 792,000,000 bus. for distribution, of which 220,000,000 bus. were exported as grain and flour, and 572,000,000 bus. consumed or added to the invisible supply. Withdrawal of all restrictions and a more free marketing at home made an apparent consumption of 5.3 bushels per capita, comparing with an average of 4.5 bus. during the three previous years of high prices and control, an increase of 85,000,000 bus. in the home consumption. The average was about the pre-war average.—P. S. Goodman, Clement Curtis & Co.

Wyman, Ia., July 30.—Our elevator is full of oats and we cannot get cars to ship.—W. A. Holland, mgr. Wyman Supply Co.

Lewis, Kan., Aug. 1.—No cars coming yet, so there is no grain movement from the farm. —Laird & Gibson.

Center Point, Kan., Aug. 4.—So far cars have been short, even worse than 1919.—H. D. Hayward, Steven Scott Grain Co.

Randolph, Kan., July 27.—Farmers are storing a large per cent of their crop in this locality.—J. A. Amnell, mgr. Randolph Farmers Co-op. Co.

Minneapolis, Minn., July 30.—The first shipment of new rye to arrive at this market came from Gibbon, Minn. It was of good quality, graded No. 2, and was bot at \$1.80 by the McCaull-Dinsmore Co.

California, Mo., July 31.—Farmers refuse to sell at the present market and are holding for higher prices. Cars are very scarce and hard to get. Mills are having trouble getting coal.—Kuhlman-Meyer Milling Co.

Central City, Neb., July 27.—The car situation is as bad here as elsewhere.—L. E. Nugent, agt. Hord Co.

[From Atlantic and Gulf Ports, in Bus., 000  
Omitted.]

|             | Wheat. |        | Corn. |       | Oats. |       |
|-------------|--------|--------|-------|-------|-------|-------|
|             | 1920.  | 1919.  | 1920. | 1919. | 1920. | 1919. |
| July 10...  | 5.771  | 3.851  | 35    | 23    | 800   | 1,617 |
| July 17...  | 8.556  | 3.393  | 89    | 93    | 322   | 757   |
| July 24...  | 6.990  | 1,112  | 157   | 45    | 1,006 | 1,142 |
| July 31...  | 7.033  | 3,967  | 43    | 9     | 867   | 2,319 |
| Aug. 7...   | 6.375  | 3,651  | 52    | 74    | 352   | 891   |
| Total since |        |        |       |       |       |       |
| July 1...   | 41.576 | 16.578 | 432   | 264   | 3,374 | 7,419 |

Receipts and shipments of corn at the various markets during July, compared with July, 1919, were as follows :

|                     | Receipts  |           | Shipments |           |
|---------------------|-----------|-----------|-----------|-----------|
|                     | 1920.     | 1919.     | 1920.     | 1919.     |
| Baltimore .....     | 232,443   | 105,602   | .....     | 47,397    |
| Chicago .....       | 9,067,000 | 4,887,000 | 2,995,000 | 2,316,000 |
| Cincinnati .....    | 558,000   | 213,600   | 460,800   | 225,600   |
| Kansas City .....   | 793,750   | 795,000   | 453,750   | 621,250   |
| Milwaukee .....     | 1,866,325 | 621,260   | 991,723   | 390,440   |
| Minneapolis .....   | 461,360   | 523,680   | 517,880   | 363,660   |
| New York .....      | 2,088,810 | .....     | 69,000    | .....     |
| Omaha .....         | 1,548,400 | 1,853,600 | 1,544,200 | 1,906,800 |
| Philadelphia .....  | 77,346    | 49,281    | .....     | .....     |
| St. Louis .....     | 2,290,120 | 1,078,978 | 1,527,530 | 1,067,215 |
| San Francisco ..... | 27,518    | 19,259    | .....     | .....     |
| Toledo .....        | 183,750   | 51,450    | 91,860    | 23,570    |
| Wichita .....       | 25,000    | 10,000    | 20,000    | 5,000     |

Receipts and shipments of rye at the various markets during July, compared with July, 1919, were as follows:

|                  | Receipts  |           | Shipments |           |
|------------------|-----------|-----------|-----------|-----------|
|                  | 1920.     | 1919.     | 1920.     | 1919.     |
| Baltimore . . .  | 2,014,233 | 725,233   | 2,497,087 | 402,263   |
| Chicago . . .    | 369,000   | 487,000   | 389,000   | 533,000   |
| Cincinnati . .   | 4,000     | 18,000    | 8,400     | 2,400     |
| Galveston . . .  | 21,000    | 58,000    | 21,000    | 58,000    |
| Kansas City . .  | 69,300    | 58,300    | 27,500    | 22,000    |
| Milwaukee . . .  | 121,930   | 161,310   | 144,158   | 79,650    |
| Minneapolis . .  | 448,000   | 958,980   | 1,724,580 | 202,700   |
| New York . . .   | 2,763,214 | 2,452,000 | 2,452,000 | 2,452,000 |
| Omaha . . . . .  | 60,500    | 105,600   | 69,300    | 162,800   |
| Philadelphia . . | 174,473   | 91,618    | 163,714   | 353,913   |
| St. Louis . . .  | 34,487    | 55,544    | 3,950     | 4,885     |
| Toledo . . . . . | 22,800    | 52,200    | 62,162    | 33,450    |
| Wichita . . . .  | 4,000     | 4,000     | 4,000     | 4,000     |
| Winnipeg . . .   | 77,050    | 79,200    | 77,050    | 79,200    |

Receipts and shipments of oats at the various markets during July, compared with July, 1919, were as follows:

|                     | Receipts  |            | Shipments |           |
|---------------------|-----------|------------|-----------|-----------|
|                     | 1920.     | 1919.      | 1920.     | 1919.     |
| Baltimore .....     | 51,285    | 232,906    | .....     | 555,232   |
| Chicago .....       | 7,299,200 | 11,612,102 | 4,328,000 | 6,443,000 |
| Cincinnati .....    | .....     | 346,000    | 16,000    | 280,000   |
| Kansas City .....   | 544,000   | 366,100    | .....     | 418,500   |
| Milwaukee .....     | 2,131,100 | 2,614,420  | 1,279,960 | 1,796,908 |
| Minneapolis .....   | 948,350   | 2,329,190  | 1,356,910 | 1,650,100 |
| New York .....      | 776,100   | .....      | 1,823,000 | .....     |
| Omaha .....         | 838,000   | 214,000    | 578,000   | 762,000   |
| Philadelphia .....  | 169,888   | 1,345,512  | .....     | 1,457,880 |
| St. Louis .....     | 2,684,000 | 2,464,000  | 1,534,750 | 1,921,380 |
| San Francisco ..... | 92,187    | 90,500     | .....     | .....     |
| Toledo .....        | 176,250   | 387,000    | 56,075    | 310,309   |
| Wichita .....       | 18,000    | 8,000      | 18,000    | 3,000     |
| Winnipeg .....      | 2,388,750 | 2,650,200  | .....     | .....     |

Receipts and shipments of barley at the various markets during July, compared with July, 1919, were as follows:

|               | Receipts |           | Shipments |           |
|---------------|----------|-----------|-----------|-----------|
|               | 1920.    | 1919.     | 1920.     | 1919.     |
| Baltimore     | .....    | 1,351,754 | .....     | 1,362,676 |
| Chicago       | 867,000  | 2,810,000 | 398,000   | 1,789,000 |
| Cincinnati    | 3,900    | 28,000    | .....     | .....     |
| Galveston     | 277,600  | 70,000    | .....     | .....     |
| Kansas City   | 160,500  | 33,000    | 42,900    | 24,700    |
| Milwaukee     | 514,485  | 1,560,550 | 204,068   | 1,014,533 |
| Minneapolis   | 694,560  | 3,977,340 | 1,004,210 | 2,709,800 |
| New York      | 419,900  | .....     | 85,000    | .....     |
| Omaha         | 54,000   | 167,400   | 34,200    | 118,200   |
| Philadelphia  | 3,740    | 274,174   | .....     | 521,748   |
| St. Louis     | 60,533   | 92,800    | 14,110    | 33,605    |
| San Francisco | 230,547  | 1,184,000 | .....     | .....     |
| Toledo        | 3,600    | 3,000     | .....     | 4,850     |
| Wichita       | 6,000    | .....     | 6,000     | .....     |
| Winnipeg      | 77,050   | 79,200    | .....     | .....     |

Receipts and shipments of wheat at the various markets during July, compared with July, 1919, were as follows:

|                       | Receipts  |            | Shipments |           |
|-----------------------|-----------|------------|-----------|-----------|
|                       | 1920.     | 1919.      | 1920.     | 1919.     |
| Baltimore . . . .     | 4,018,137 | 2,169,176  | 3,900,773 | 1,205,181 |
| Chicago . . . . .     | 2,562,000 | 9,375,000  | 2,632,000 | 1,292,000 |
| Cincinnati . . . .    | 503,400   | 1,754,000  | 309,600   | 588,000   |
| Galveston . . . . .   | 4,906,242 | 1,455,037  |           |           |
| Kansas City . . . .   | 6,770,250 | 13,841,550 | 4,498,200 | 3,132,000 |
| Milwaukee . . . . .   | 241,650   | 190,280    | 239,795   | 66,706    |
| Minneapolis . . . .   | 7,008,170 | 4,143,400  | 3,430,840 | 1,620,638 |
| New York . . . . .    | 5,211,600 |            | 2,211,000 |           |
| Omaha . . . . .       | 2,949,000 | 3,092,400  | 2,019,600 | 745,200   |
| Philadelphia . . . .  | 1,575,696 | 920,994    | 2,358,786 | 1,100,906 |
| St. Louis . . . . .   | 4,270,970 | 8,277,964  | 2,115,990 | 1,874,060 |
| San Francisco . . . . | 42,523    | 275,500    |           |           |
| Toledo . . . . .      | 262,000   | 1,626,060  | 97,285    | 68,060    |
| Wichita . . . . .     | 1,286,800 | 3,538,800  | 760,000   | 2,750,000 |
| Winnipeg . . . . .    | 4,033,925 | 2,800,000  |           |           |

A 125,000-bu. Argentine corn cargo recently arrived at Baltimore, Md. packed in two and one half-bu. burlap sacks. The corn, which was in excellent condition in spite of the 27 day voyage, was shipped to the Bolle-Watson Co. Inc. which sold it to Baltimore Pearl Hominy Co.

CONSIDERABLE grain will be saved this year in the province of Saskatchewan because of the gopher destruction campaign waged by the provincial government. To encourage school children to help in this work prizes of ponies, dogs, and other pets were offered for the largest "kills." To date the children have killed over 2,000,000 gophers.

HOG PRICES in bushels instead of in dollars is the way the U. S. Dept. of Agri. is keeping tab on farm product prices. Theoretically 100 pounds of live hogs should be worth about 13 bushels of corn. The ratio varies. It is generally highest in the corn belt and lowest in New England, the far South, and the far West. At the present time the ratio is unusually narrow—that is, 100 pounds of hogs is not worth as many bushels of corn as usual. The department infers that within the next 12 months hogs will advance more than corn or corn will decline more than hogs.

### Recovery of Demurrage Accruing During Strike.

Some of the railroad companies are willing to waive demurrage and reconsignment charges rendered against consignees during the period of the switchmen's strike beginning about Apr. 1.

The question of the lawfulness of these charges under such circumstances will be submitted to the Interstate Commerce Commission for decision, and the railroad companies are willing to reimburse shippers if permitted to do so by the Commission.

To recover this reparation it will probably be necessary to present the paid bills with data as to the time when disposition orders were tendered and when accepted. For members of the Chicago Board of Trade this matter is being handled by J. S. Brown, mgr. of the Transportation Department.

The daily closing prices of wheat for December and of corn and oats for September delivery at the following markets for the past two weeks have been as follows:

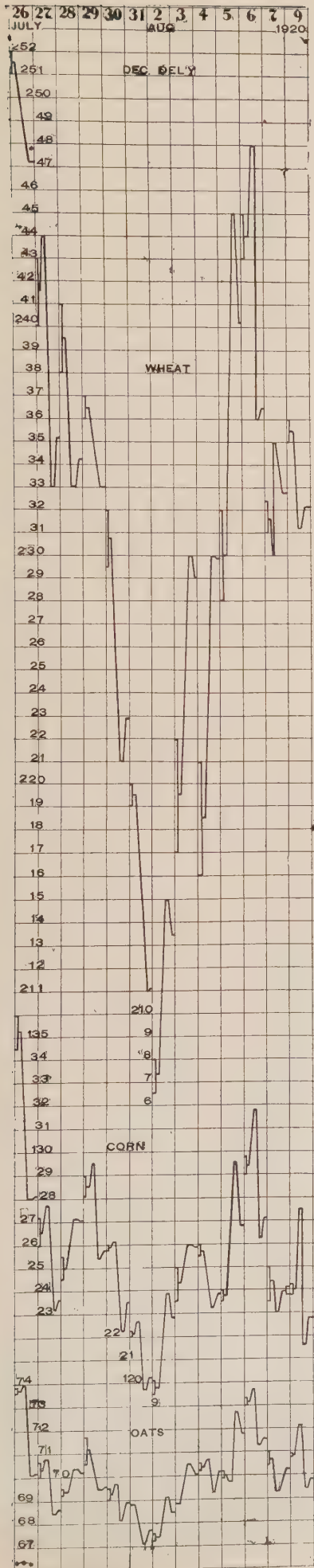
|             | July<br>26. | July<br>27. | July<br>28. | July<br>29. | July<br>30. | July<br>31. | Aug.<br>2. | Aug.<br>3. | Aug.<br>4. | Aug.<br>5. | Aug.<br>6. | Aug.<br>7. | Aug.<br>9. |
|-------------|-------------|-------------|-------------|-------------|-------------|-------------|------------|------------|------------|------------|------------|------------|------------|
| Chicago     | 247½        | 235         | 234         | 233½        | 222¾        | 211         | 213½       | 229        | 229½       | 240        | 236½       | 232½       | 232        |
| Minneapolis | 243½        | 231         | 230½        | 230¾        | 222½        | 212         | 213½       | 229        | 233½       | 241        | 238½       | 233½       | 234        |
| Duluth      | 247         | 236         | 233         | 232         | 220         | 213         | 213½       | 228        | 232        | 241        | 238½       | 233½       | 234        |
| St. Louis   | 249         | 235         | 236         | 235         | 224         | 214½        | 216        | 220        | 230        | 241½       | 238½       | 235        | 244        |
| Kansas City | 241½        | 227         | 229         | 226½        | 218         | 209         | 210¾       | 227½       | 226½       | 236        | 234½       | 229        | 226½       |
| Milwaukee   | 247½        | 235½        | 234½        | 233½        | 223         | 212         | 213½       | 228        | 229½       | 240        | 236½       | 233½       | 232        |

|             |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |
|-------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| Chicago     | 71               | 68 $\frac{3}{4}$ | 70 $\frac{5}{8}$ | 69 $\frac{3}{4}$ | 68 $\frac{3}{8}$ | 68               | 68 $\frac{1}{4}$ | 70 $\frac{5}{8}$ | 70 $\frac{7}{8}$ | 73 $\frac{3}{8}$ | 73 $\frac{5}{8}$ | 72 $\frac{5}{8}$ | 70 $\frac{1}{4}$ |
| Minneapolis | 67 $\frac{1}{4}$ | 65 $\frac{5}{8}$ | 66 $\frac{3}{4}$ | 65 $\frac{5}{8}$ | 65 $\frac{7}{8}$ | 64 $\frac{1}{4}$ | 65 $\frac{5}{8}$ | 67 $\frac{1}{4}$ | 67               | 69 $\frac{1}{2}$ | 69 $\frac{1}{4}$ | 68 $\frac{3}{8}$ | 67               |
| St. Louis   | 71 $\frac{1}{2}$ | 69               | 70 $\frac{3}{4}$ | 69 $\frac{3}{4}$ | 69 $\frac{3}{8}$ | 68 $\frac{1}{2}$ | 69 $\frac{3}{8}$ | ...              | 71 $\frac{1}{4}$ | 74               | 74 $\frac{1}{8}$ | 73 $\frac{1}{4}$ | 70 $\frac{7}{8}$ |
| Kansas City | 69 $\frac{1}{4}$ | 67 $\frac{3}{8}$ | 68 $\frac{3}{8}$ | 68 $\frac{1}{4}$ | 67 $\frac{1}{2}$ | 67               | 67 $\frac{1}{2}$ | 70 $\frac{1}{8}$ | 69 $\frac{3}{8}$ | 70 $\frac{1}{4}$ | 70 $\frac{1}{8}$ | 71 $\frac{1}{4}$ | 69 $\frac{3}{8}$ |
| Milwaukee   | 71 $\frac{1}{4}$ | 69               | 70 $\frac{7}{8}$ | 69 $\frac{3}{8}$ | 69               | 68 $\frac{1}{8}$ | 68 $\frac{5}{8}$ | 70 $\frac{7}{8}$ | 70 $\frac{7}{8}$ | 73 $\frac{3}{4}$ | 73 $\frac{3}{4}$ | 72 $\frac{5}{8}$ | 70 $\frac{7}{8}$ |
| *Winnipeg   | 85 $\frac{1}{4}$ | 82 $\frac{3}{4}$ | 85               | 82 $\frac{3}{4}$ | 81 $\frac{1}{4}$ | 79 $\frac{3}{4}$ | ...              | 82 $\frac{3}{8}$ | 81 $\frac{3}{8}$ | 84               | 83 $\frac{3}{8}$ | 83 $\frac{1}{4}$ | 83 $\frac{1}{4}$ |

|             |      |      |      |      |      |      |      |      |      |      |      |      |      |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Chicago     | 133% | 139  | 142% | 140% | 137% | 134% | 137% | 142  | 142% | 148  | 146% | 146% | 143% |
| St. Louis   | 145  | 139% | 144  | 142  | 139% | 135% | 139% | ...  | 143% | 149% | 148% | 147% | 144% |
| Kansas City | 140% | 135  | 139% | 137% | 133% | 129% | 133% | 122% | 119% | 121% | 122% | 119% | 116% |
| Milwaukee   | 144  | 141% | 142% | 140% | 137% | 134% | 137% | 142  | 142% | 148% | 147  | 146% | 144  |

\*October delivery.





## Chicago Futures

Opening, high, low and close on wheat, corn and oats for the December delivery at Chicago for two weeks past are given on the chart in the column to the left, herewith.

### Rock Island Compiling Weight Record of Each Grain Shipment.

BY OWEN L. COON.

It may be of interest to all railroad officials and especially to shippers on the Rock Island railroad, to know the system now being used by that road in the collection of evidence as to the validity or invalidity of a grain claim.

Attached to every bill of lading is a rider, the same size as the bill of lading and made up of numerous blanks. The grain shipper fills in upon this rider, information as to the number of drafts and pounds each, which goes to make up his loading weight, also the kind and type of scale used. This is delivered to the railroad agent and attached to the way bill, the agent noting thereon the seals applied to the car. This rider follows the car to destination, if such is upon the Rock Island system, otherwise only to the connecting railroad. Upon it is noted, any changes in the seal record, any leaks found and repairs made, also the destination unloading weight and the track scale weight. It is also interesting in this connection to note that by far the larger proportion of all cars moving on the Rock Island system are track scaled in route.

This rider is finally sent to the office of the freight claim agent, and filed. If a claim is filed on the car, this rider is attached to the claim file and becomes part of the investigation file. But far more important is the use of this rider in checking up the weighing performance of the shipper. In large ledgers, in which each grain shipper on the entire system, has his own sheet is listed the car number, the loading weight, the outturn weight, and the track scale weight. The amount of the overrun and underrun, and the amount of any claim filed together with its number, is also listed after such information upon every car.

When the settlement of any man's account is to be made, it is not necessary to send men out to each elevator to check up his weighing performance,—a process which involves the same amount of work, with less satisfactory records, more costs and vexatious delays in claim settlements. The collection of all of such data has previously been made, day by day, and it is only necessary to take from a loose leaf ledger the sheet for any particular grain shipper to have before you in nicely recorded form, his full weighing performance. If large overruns are followed by large underruns, with clear record cars, and track scale weights taken close to the point of origin which run close to the destination weights, there is an irrefutable argument on the part of the railroad that calls for a compromise to take into account such a scale record. If on the other hand, the underrun and overrun is small, with track scale weights running close to the loading weights, there is evidence to support the shipper's contention that his weights and claims are absolutely good.

Such a system tends to record the evidence on every grain shipper which, if properly applied, will lead to more just settlements and less friction. The system may not always be properly applied, and inequalities result. This lies in the prejudiced application of the system, not in the system itself. I have compared the hit and miss system of some railroad claim departments in paying grain claims in full where possibly such should not have been paid, and then demanding heavy compromises where in all probability the

weight performance was exceedingly good, with inevitable friction between shipper and carrier,—results absolutely inevitable where full and complete check is not maintained on all grain weights.

I cannot help but think that one step forward would at least result from more railroads adopting some system of recording evidence similar to that used by the Rock Island railroad. But if the cards are not all to be laid on the table and complete files put at the disposal of the shipper, and due recognition given to shippers' claims, where the evidence warrants it, even this admirable system would do no good.

THE OUTSTANDING features of the world's probable 1920-21 wheat situation appear to be: The total available supplies promise to exceed the total available supplies of 1919-20 by 84,000,000 bushels and to exceed the consumption of 1919-20 by 236,000,000 bushels, and to come within 7,000,000 bushels of equaling the world's normal requirements. Large French and Indian production favors an increase in the world's total consumption. The North American 1920-21 exportable surplus will probably be larger than was that of 1919-20.—Harris, Winthrop & Co.

### Cunningham Pres. at Little Rock.

The Little Rock Grain Exchange at its recent annual election chose as pres. Geo. E. Cunningham, who has been identified with the grain business since 1890, when Little Rock, Ark., was hardly recognized as being on the map.

Since 1898 he has been pres. of the Cunningham Commission Co., of which he was an organizer.

Mr. Cunningham is a booster for the trade of Little Rock, and it has been his pleasure to see its volume of business grow from approximately \$500,000 to \$20,000,000 a year in grain alone. Formerly the greater part of the trade was local, but the city is doing business thruout the Southern states. Under his administration the Little Rock market is expected to more than hold its own.



Geo. E. Cunningham, Little Rock, Ark.,  
Pres. Grain Exchange.



# Peoria's New Elevator

Peoria, the big Central Illinois grain market, continues to grow, notwithstanding the distilleries have reduced their output of alcohol. Some of the distilleries have been converted into feed factories, so that they may demand a better grade of grain than they found necessary in the days of John Barley-corn.

While the Illinois River is navigable and grain is transported by water to nearby points, water borne grain is no factor in Peoria's business.

However, the city has ten lines of railway, namely, C. R. I. & P., C. & N. W., C. B. & Q., C. P. & St. L., C. C. C. & St. L., L. E. & W., M. & St. L., Peoria & Pekin Union, Illinois Traction System, Peoria Ry. Terminal Co., and last year received about nine million and a half bushels of oats, twenty million bushels of corn, and three million and a half bushels of wheat. The previous season, the oats receipts exceeded twenty million, corn receipts exceeded thirty-six million, and wheat exceeded two million.

More grain is being received each season via the Illinois Traction System, an electric interurban which traverses many good grain sections. However, this road is somewhat particular regarding its rolling stock and refuses to permit its cars to be taken off its lines, so that its patrons are confined to the Peoria market.

The grain inspection officials of the Peoria Board of Trade are licensed to grade interstate shipments of grain according to federal grade standards. The Board of Trade also maintains an efficient scale inspection dept.

The new Conover-McHenry elevator at Peoria, while designed primarily to handle the grain of a progressive firm, is equipped to clean, dry and store grain for the public.

The plant is of reinforced concrete construction and has a storage capacity of approximately half a million bushels.

**THE STORAGE SECTION** is 67'x85' 8" and is made up of twelve storage tanks, 18' in diameter by 102' deep, 6 interstice bins and 9 pocket bins all hopped. The tanks are arranged in four rows, the two inside rows adjoining one another while the outside rows stand apart from the inside row forming large interstice bins.

Grain is delivered to these bins by two 36 inch rubber belts, each operated by a 10 h. p. motor on the distributing floor of the working house, and grain is removed by two 32 inch rubber belts each operated by a 5 h. p. motor in the basement. Each receiving belt is equipped with a two pulley heavy tripper. Each shipping belt delivers grain from one-half the storage bins to boot of a shipping leg in working house.

**THE TRACKSHED** is 54x106 ft. one story and accommodates two receiving and one shipping track. Under each receiving track are two wood receiving sinks so placed as to drop the grain onto one of two 42 inch rubber receiving belts which convey it to the boots of the receiving legs in the working house. Each belt is operated by a 5 h. p. motor.

A 20 h. p. puller is provided for moving cars and power shovels for each of the four sinks. An interlocking mechanism prevents grain being delivered to each receiving belt from more than one sink at a time.

Two shipping spouts deliver grain to cars on inside track and a third shipping spout can deliver grain to cars on either of the receiving tracks. All shipping spouts are equipped with bifurcated loaders.

**THE DRIER:** The elevator is equipped with a Standard Hess Drier and Cooler of 750 bushels hourly capacity. It is installed in a reinforced concrete building 30x42x62 feet high adjoining the working house. The two

100 h. p. boilers for supplying steam for drying are on the ground floor below the drier to conserve space. The fans of the drier are driven with a 20 h. p. electric motor. The drier is arranged so it can be operated day and night without interfering in any way with other work in the elevator. It is supplied with grain from a divided bin in the workhouse. It discharges grain over a belt conveyor into a Richardson Automatic Scale in the working house.

The drier is constructed so that it may be operated with continuous flow or with the batch system at the will of the operator. This arrangement insures ease and efficiency in the drying of grain no matter what condition it is in or what degree of moisture it contains. An iron stairway outside drier house gives access to each floor.

On the ground floor is the superintendent's office and a commodious washroom for the workmen. The top story of drier house is fitted with four large Hess Ventilators.

**THE WORKING HOUSE**, which stands between the storage tanks and the track shed, is 41'3"x42' and 175'6" high. The basement story, which contains the boots of the five legs, is 17'3". The first story, which has a 12' ceiling, contains the 1500 bu. Richardson automatic scale for weighing grain receiving from drier house, also motor for operating the conveyor belt from drier house and the gates of the 25 bins forming the next story.

The storage bins of the working house are cut in two, so as to form two bin stories, one above and the other below the cleaner story. The first bin story has a depth of 40' and contains 25 bins, while the second bin story has a depth of 36' and contains 27 bins. The cleaner story has a depth of 18', so that grain can be spouted from any of the bins above it direct to the No. 11 Monitor Cleaner or to the No. 8 Monitor Oat Clipper.

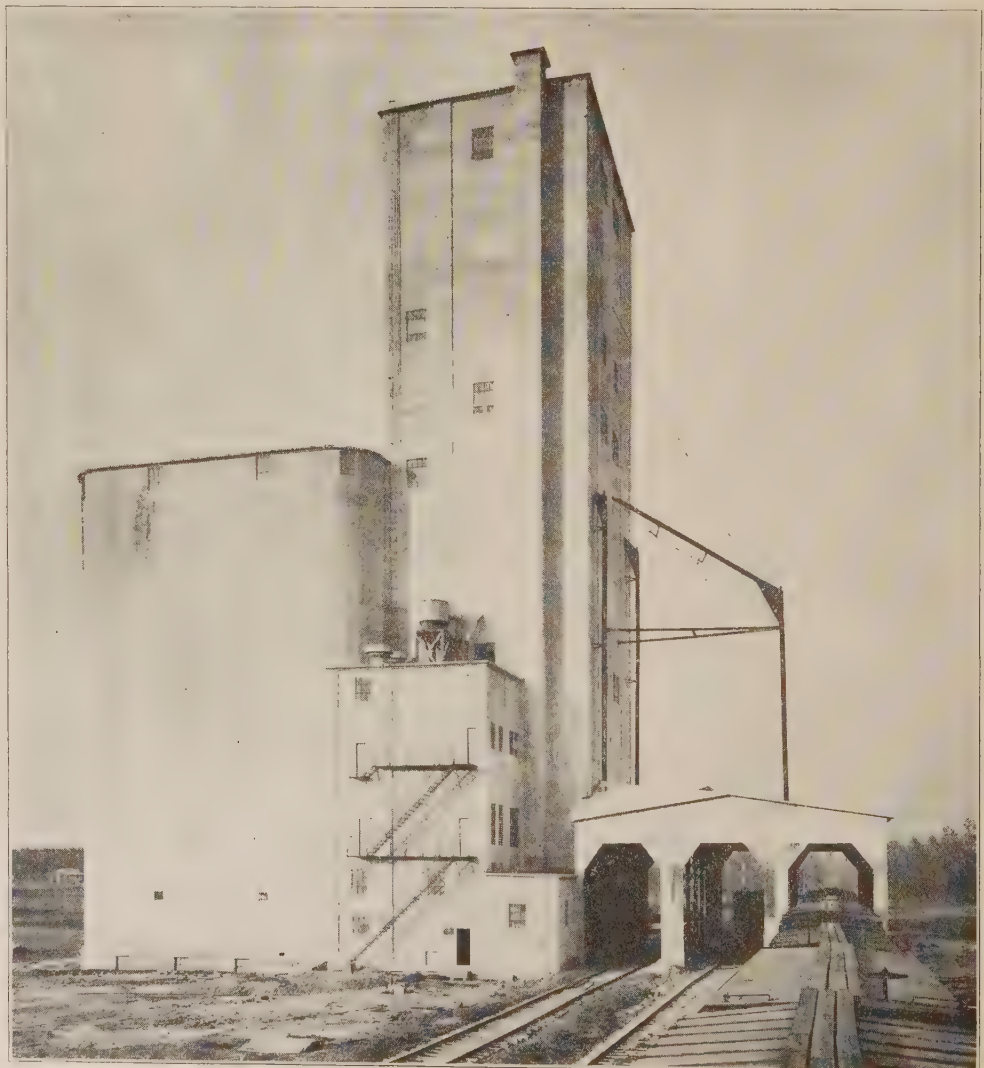
After the grain is cleaned, it is dropped to the bins below. Screenings from these machines are taken by an 8" screw conveyor to the screenings bin.

The cupola is divided into four stories, which add 67'6" to the height of the house. The distributing floor contains four 12" telescopic distributing spouts. Two spouts on each side of the house receiving grain from two scale hoppers in the story above and diverting it to any bin on their side of the working house, or to a 36" belt conveyor, which delivers grain to one-half the bins in the storage annex.

A fifth telescopic distributing spout receives grain from the short house leg and diverts it to any of the bins of the working house or to either of the receiving belts carrying grain to the storage annex bins.

The scale story contains the hoppers and beams of four 2,000 bu. Howe Hopper Scales, also the scaleman's office and the motor which operates the house leg.

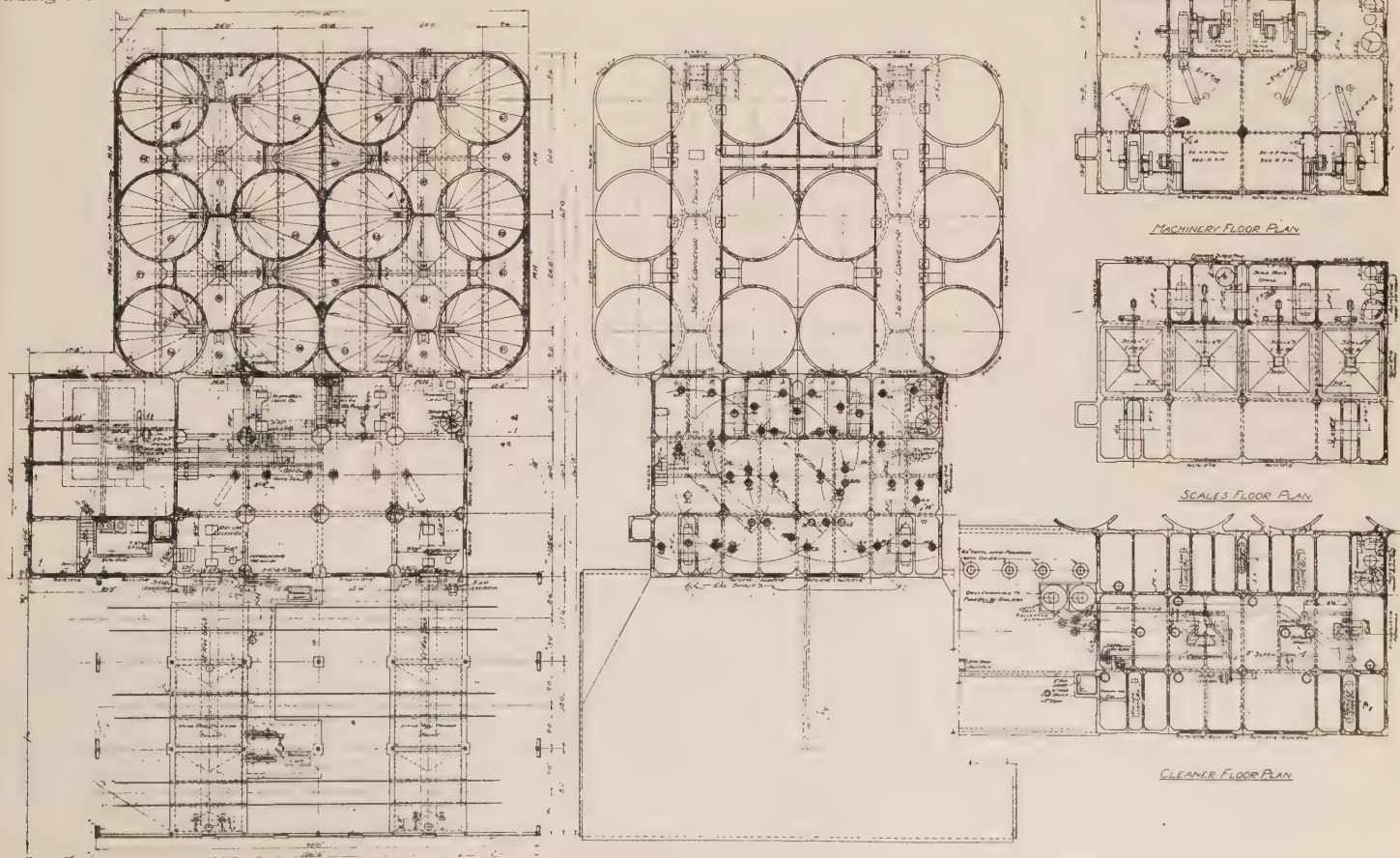
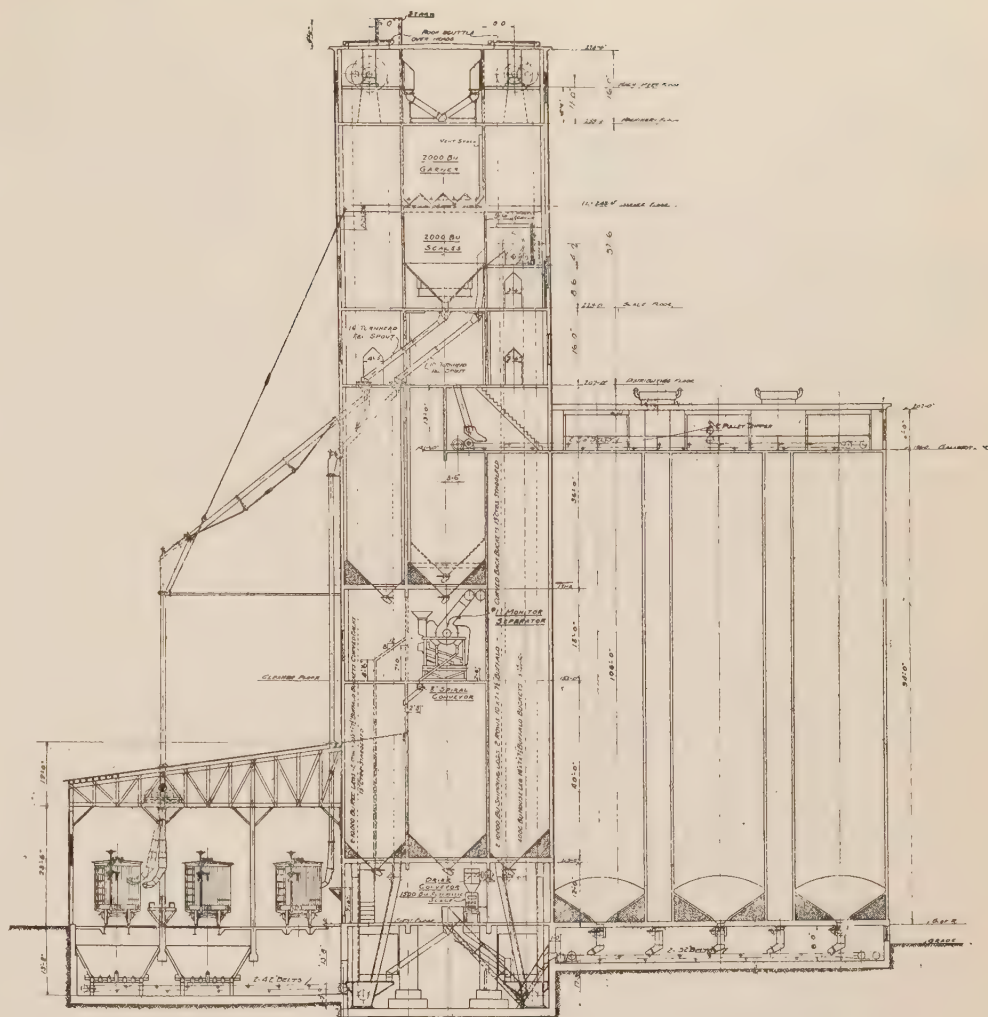
The four garnerers occupying the next story are so arranged as to receive grain from either a receiving or a shipping leg. Each garner is equipped with a vent stack to permit air pressure from scale hopper to be vented out through roof.



Conover Grain Co.'s 500,000-bu. Concrete Elevator at Peoria, Ill.



Since July 19th, the elevator has been operating every night in order to take care of a special train which was inaugurated by the C. P. & St. L. known as the "Red Ball Special." This train contains 26 cars which are placed at the elevator, loaded each evening at 5 p. m., unloaded, re-coopered and started on their return trip to the country at 10 p. m. the same night, giving the shipper an opportunity of re-loading the cars each day.



Floor Plans and Longitudinal Sectional View of the Conover-McHenry Elevator at Peoria, Ill.  
[See facing page.]



### The Elevator Leg.

From an address by A. C. Rynders before the Mutual Fire Insurance Field Men's Ass'n.

Joseph's time is the first time that history reveals the need of an elevator and if we are correctly informed, he stored his thousand and thousand bushels of grain in granaries excavated in the ground. Let us suppose we were to distribute this mammoth grain reserve. We would, no doubt, have taken slaves and put them down in the granaries and men above with baskets who drew them up and filled the sacks of the buyers.

Moses' law makes it an offense to take the millstone to pledge, showing it was the most important implement of his time.

Chinese history refers to wheat growing 2700 years before Christ.

Centuries went along and no other real need arose for a grain elevator, but on an occasion in about 1785 a miller by the name of Evans took as a partner a younger brother by the name of Oliver and his job was to carry wheat to the millstone, sift the flour and other pleasant duties from 10 to 16 hours per day. He quickly tired of this exercise and arranged an elevator leg which he describes as being a continuous leather, cotton or flannel strap operating over two pulleys, one above and one below, with small buckets at intervals, filling while passing under the lower and discharging over the upper one.

He also patented the conveyor and hopper boy or sifter and made the rolling screen cleaner.

He applied to the state of Pennsylvania for a patent (the United States patent office not being then in existence) on his milling device and the high pressure steam engine. Later he cancelled his milling patents and took them out under the United States patent laws. He got a patent for seven years and could not sell a single right and after 7 years were up every mill at once adopted his system. Congress extended his right 15 years and he brought suit to recover under it, with the usual result. One miller, President Thomas Jefferson, paid him his royalty, \$3000.00. The rest kept it in court and broke him up.

The first real use of the elevator leg was after the farmers of the central and western states started to raise grain for market. It soon became necessary to handle grain in large quantities and the most logical way was by means of the elevator.

Evans' idea is still the most economical way to handle large quantities of grain with the least power, altho some improvements have been made, such as running them vertical against his incline. Still, no one has invented a way to handle grain more quickly and cheaply.

The elevator leg today has a few human characteristics. It has a boot but no foot, head but no hair, a throat but no neck. It receives in the boot and discharges through the throat and has its belly in the back leg. Out legs are today built independent of the building. The bearings are carried on head timbers and legs are braced, but the building can settle without warping or twisting them out of shape.

The boot is nonchokable, the head bearings are adjustable, the distributor and spouts are hung to the buildings and are connected to the head by a telescoping funnel or thimble. The cups are special V shaped and we are putting out a steel leg and head to be erected on the site.

Experience leads us to believe the most of the fire hazard lies in the head and we have reached the conclusion that altho wood pulleys have been used as well as wood boots, the lack of air prevents combustion which is not like it is at the head, where the air has good circulation and the head bearings and pulley that carries the load, gets out of line and rubs the side and, presto, an unknown fire.

We were taught when young that if a man compelled us to go one mile to go another also and when the insurance companies com-

menced to study fire and condemned shingle roofing and gas tanks, we tried to go the other mile. We made them better than required and are still looking for better ones.

It is the same through life in my work or yours. If you follow only the written instructions you get nowhere. It is the unlooked for things that cause fire and accidents. I am not familiar with your instructions, but do you always look inside of the elevator head, or feel along the rim of the pulley to see if it is warm? Do you examine the belt runs to see if they clear or not? Examine the construction for defects.

An elevator leg should be plumb and true; the cups spaced accurately; the speed regulation close; the feed should, if possible be in the front leg close down; the top of the discharge should be not higher than 4" below a line drawn from a point on the head pulley plumb over the shaft to a line level in the shaft. There should be an air vent or a dust fan.

In our experience legs 65' centers and less do not require a lagged head but on extra long legs they should be covered with the same material as the cup belt. They should discharge practically all the grain without back legging.

It took 7.6 H.P. by actual test to elevate 2200 bus. per hour, shaft centers being 75' and this includes a No. 2 or 6" Exhaust Fan.

There is no reason why an elevator should not always carry all the cups will hold and thereby save time and power.

Build all elevator legs, (except the meal elevator) with 2" stuff for the fillers. Said fillers to be 2" wider than the buckets which are used. The covers will be built with "B" 4" flooring and made of proper width, leaving 1½" space on each side between the fillers and the belt. Cleat these covers with 4" cleats properly put on. Leave a 4' door in the up leg on back and front side 3½' above the floor. Meal elevators will be built with 1" fillers and covers.

The elevator legs and head are to be built of black iron, self-supporting, of No. 16 and No. 18 gauge steel. The elevator head will be built with 4" flooring resting on the fillers, and braced with 2x6's from the head timbers. The head timbers shall be built up and well spiked together, placed on each side of the elevator head and having at least 1½" clearance.

TRIMMING cars after loading is urged by the federal grain supervisors to make the work of the sampler or inspector easier. Mounds of grain half way between the door and the ends of the car force the sampler to burrow his way thru or to use his trier to rake away the obstruction.

### A View of Japan.

Carl Langenberg has recently returned to St. Louis from a visit to Japan, where he inspected Yokohama, Shimonoseki, Kobe, Tokio and Kyoto.

Rice and barley he says are the principal grains grown altho there is also a small quantity of wheat.

The food ration system of the Japanese army was changed recently to include a much larger percentage of wheat, but this will not be of any considerable interest to the world at large, as this increased demand for wheat will be taken care of by the normal crops of Japan.

The Japanese, he says, are very skilled in irrigation work, and also in the construction of ledge or hillside gardens, which they often build up on barren hillsides by filling in.

In China he visited, among other places, Peking, Tientsin and Shanghai. China grows mostly rice and wheat, although the wheat is almost exclusively for export, the Chinese consuming very little of it. However, the crop yield isn't sufficiently great to have any effect on the world situation.

### Michigan Dealers Meet.

The nineteenth annual convention of the Michigan Hay & Grain Ass'n was held on July 27 on the grounds of the Postum Cereal Co. at Battle Creek, Mich.

The meeting was called to order by Pres. A. J. Carpenter and an address of welcome was made in behalf of the Battle Creek Chamber of Commerce by A. L. Miller.

The work of Treas. Albert Todd who passed away during his term of office was continued by Sec'y J. C. Graham. Sec'y Graham after reading his annual report and the minutes of the 18th session announced that the Ass'n was in better condition than it had been at any time in the last 10 years.

The report of the treas. read by Sec'y Graham showed: balance on hand July 1, 1919, \$115.75; receipts 1919-20, \$930; expenses for the past year, \$514.02; cash on hand on July 15, 1920, \$531.73.

Pres. Carpenter appointed the following com'tees:

Nominating: Robert Ryon, Mr. Hautzenbuehler and W. E. Snelling.

Auditing: D. Mansfield, F. E. Nolan and F. J. Flynn.

Resolutions: S. O. Downer, A. R. Thomas and Mr. Goulet.

Sec'y of the National Hay Ass'n J. V. Taylor gave a short talk on the work of his Ass'n. He also explained that transportation was the major problem of the day and urged a speedy readjustment of rail transportation. Speaking of the horse he said:

"I believe that our association should go on record proposing that the legislature provide a portion of the road for the horse."

"I would recommend that a concerted effort be made to provide suitable highways for the horse."

In conclusion he explained the work of the Hay Ass'n before the Interstate Commerce Commission protesting about the present liability of telegraph companies.

Sec'y Dress of the Michigan Bean Jobbers Ass'n explained to the dealers that all the empty box cars were being ordered west by the director of car service at Washington. He told that the Bean Jobbers Ass'n had wired to the Director of Car Service to partially annul this order so that bean and grain interests in the state of Michigan would not suffer. He urged that the Michigan Hay & Grain Ass'n do likewise.

Sec'y Charles Quinn of the Grain Dealers National Ass'n gave an address in which he spoke of the present day propaganda which urged the elimination of the middleman and the establishment of a direct system of marketing. He concluded his talk with an explanation of Mr. Goemann's insured message scheme now before the Interstate Commerce Commission.

Resolutions read by Chairman S. O. Downer of the Resolutions Com'tee afterwards unanimously adopted were as follows:

#### In Memoriam.

RESOLVED, That in the death of our treasurer, Albert Todd, this Ass'n has lost one of its main supporters and loyal, unselfish members, the hay trade a tried and true friend, a gentleman; his family a wonderful husband and father.

Handling the Hay Crop. We believe that much closer attention should be paid to methods of growing, harvesting and baling hay, for while the hay crop is one of the most important crops in the country, it is the most neglected. Therefore, be it

Resolved, That we encourage more care being taken in the growing and harvesting, and that a more uniform bale with fewer sizes and greater accuracy in weight be given.

Loading Space in Cars. Resolved, That we are opposed to any rule that has for its purpose the further reduction of top or air space in cars loaded with grain less than 24 inches, and that we much prefer 30 inches of space to insure adequate room for inspection.

Costs of Handling Hay and Grain. Resolved, That all dealers should this year carefully ascertain the cost of handling hay and grain and in doing so take into account the increased cost of labor, repairs, machinery, interests, losses and experiences incident to the delay in getting cars and the movement of same into the market, then allow themselves a fair mar-



gin of profit that will not only meet all the cost, but allow a net profit on the commodities handled.

**Detroit Prices.** Resolved, That the Detroit Board of Trade be requested to publish closing quotations on all grains which accurately reflect prices at which sales can be made.

After the reading and acceptance of the resolutions the meeting adjourned so that the dealers could make an inspection of the plant of the Postum Cereal Co.

The banquet in the evening took place at the Post Tavern. Ed Nettles of the Postum Cereal Co. was toastmaster.

Pres. Carpenter had the report of the nominating com'te read:

Officers chosen for the coming year were as follows: pres. J. M. Mc Allister, Caro; 1st vice-pres. S. O. Downer, Birch Run; 2nd vice-pres. Fred Kinde, Bad Axe; treas. Harry Northway, Owosso.

Directors chosen were Ed. Wymer, Fairgrove; D. Mansfield, Remus; William Frances, Mount Pleasant.

After a well served supper the cigars were passed around and the dealers were entertained by music and singing. J. R. Pickell closed the evening with a short address.

## Death of Frank M. Pence.

Frank M. Pence, prominent grain dealer of Indiana, died at Pence on Aug. 4, after a ten days' illness following a stroke of paralysis. Mr. Pence was the founder of his home town and took an active interest in the civic affairs of that town. At the recent primary, he was nominated for joint senator for Fountain, Warren, and Vermilion counties on the Republican ticket.

His grain business had been long and successful, and at the time of his death he was the owner of a string of elevators. Mr. Pence was only fifty-four years of age, and his death is a surprise and grief to many friends in the grain trade. Surviving him are a wife and one son.

Eat more wheat and less rice is what the Japanese government is trying to induce its citizens to do. At present it is costing Japan over \$20,000,000 annually to import Chinese rice and supply it at a reasonable price. The Manchurian wheat fields are close at hand and if the Japanese people could be induced to eat more wheat their government would save many millions annually.

## Seattle Wants Greater Exchange.

Enlargement of the Merchants Exchange of Seattle into one powerful "exchange" or "bourse" was discussed at a dinner given recently by members of the Seattle Merchants Exchange.

An outline of the proposed new exchange was given in the address of O. D. Fisher, pres. of the present exchange and vice-pres. and general manager of the Fisher Flouring Mills Co. From Mr. Fisher's remarks we take the following:

The Merchants' Exchange is now functioning aggressively for the grain and steamship interests. There is no reason why it should not also embrace the importers and exporters, including the lumbermen and the salmon men.

The Hamburg Bourse is the busiest place I ever visited. There were more than 9,000 men on the floor the day I visited it, yet times were dull in Germany as a result of the war. It has a department for shippers, a department for bankers, a department for the coffee men and so on, and the amount of time saved is almost inconceivable.

Seattle sends samples of her grain and flour to these foreign bourses. There they are inspected and bought subject to that inspection. But when Seattle buys from the Orient, what do we do? Do we buy on Seattle inspection? No, here we are buying on the terms of the fellow at the Oriental end of the transaction, and when we come to sell, we sell on the terms of the fellow at the European end of the transaction. With the exchange placed on a basis commensurate with the importance of Seattle, we can have our own inspection. We can have standard specifications and standard contracts for every class of commodity brought here, and these will be recognized all over the world, giving us a new place in the world's commerce.

"If a Seattle house sells grain to a European buyer, it can specify London Corn Exchange contract No. 15 and that defines the whole deal. That contract tells the whole story—the terms of the sale, the form of inspection, the plan of arbitration in the event of a dispute, and all other conditions. It puts the deal on a definite, clean-cut, specific basis and there is no room for uncertainty.

The exchange would provide Seattle with a clearing house for her foreign trade.

J. H. McMillan, former pres. of the Minneapolis Chamber of Commerce, gave an explanation of the operation of that organization, laying particular emphasis on the operation of the Arbitration Com'te.

Leopold Gross of the New York Produce Exchange explained the operation of the New York Produce Exchange.

The newly elected board of trustees of the Seattle Merchants Exchange follows:

Reptg. the grain interests—S. C. Armstrong.

pres. Milwaukee Grain Elevator Co.; A. E. Sutton, mgr. Northern Grain & Warehouse Co.

Reptg. the Milling Interests—O. D. Fisher, gen. mgr. Fisher Flouring Mills Company; W. H. Lilly, treas. the Chas. H. Lilly Co.

Reptg. the Shipping Interests—E. R. Adams, mgr., Alexander & Baldwin, Ltd.; W. C. Dawson, pres., W. C. Dawson & Co.; A. F. Haines, vice-pres., Pacific Steamship Co.; J. T. Heffernan, pres., Heffernan Engine Works.

Reptg. the Mercantile Interests—J. H. Bloedel, pres., Bloedel-Donovan Lumber Mills; J. W. Spangler, pres., Seattle National Bank.

Officers chosen by the new board of trustees are as follows: Pres. O. D. Fisher; vice-pres. W. C. Dawson, a shipper; sec'y-treas. W. H. Lilly. R. C. Hill was re-elected manager of the exchange and now enters his tenth year of service.

## Large Country Elevator at Rochester, Ill.

One of the best of the new elevators built this year in Illinois is that of the Berry & Breckenridge Farmers Elevator Co., at Rochester, Ill., shown in the engraving herewith.

The elevator is 36x52x63 ft. to top of bins, and is surmounted by a cupola 24x36x20 ft. high. Six of the bins are for small grain and four for ear corn. Under the open sheathing of the corn crib is galvanized hardware cloth, permitting of small grain storage in all bins. The total capacity of the elevator is 80,000 bus. in small grain. The cribbed portion of the building and the cupola are covered with galvanized, corrugated steel.

Except the cleaner and the electric motors the machinery is of the Union Iron Works make. Two chain feeders serve the legs in the dump sinks, and a Richardson Automatic Scale completes the equipment.

The office is one of the classiest in the state, being built on a concrete foundation, of frame construction, with plastered stuccoed exterior and composition shingle roof. The interior is divided into two rooms, one being 20x24 and the other 12x16. The 10-ton auto-truck Fairbanks Scale is located under cover, which affords protection from the elements. The engineers and contractors were Ballinger & McAllister.

MEXICO'S 1920 grain crops will be the largest on record because of the increased acreage and the larger yields per acre.

AN EXPOSITION of agriculture and of agricultural husbandry is to be held at Laken-Brussels some time in September.

LINSEED OIL MANUFACTURERS of Minneapolis denied that they are in any way acting in violation of the laws either in price fixing or in restraint of trade, in the suit in equity under the antitrust laws in which they are involved in Chicago. They contend that their sole connection consists of a joint service thru the Armstrong buro in Chicago, which furnishes information on past transactions only.

UNITED STATES grades for milled rice grown in continental United States, as recommended by the U. S. Dept. of Agriculture, will soon be issued. The classification of the proposed grades is based on the length of whole kernels for Classes Nos. 1, 2, 3, and 4, and on the size of broken kernels for Classes Nos. 5, 6, and 7. The grade designations adopted are extra fancy, fancy, choice, medium and sample grade.

To SECURE grain for Italy was the purpose of a recent trip made into Roumania by representatives of the Italian government. Arrangements were completed for shipment to Italy at an early date 50,000 tons of Roumanian corn. No wheat could be secured at present but it is expected there will be a wheat surplus in Roumania after the harvesting of the present crop which is reported in very good condition.



Commodious Office and New 80,000-bu. Elevator of Berry & Breckenridge Farmers Elevator Co., at Rochester, Ill.



### Advanced Rate Decision.

The decision by the Interstate Commerce Commission July 31 giving the railroad companies permission to advance freight rates probably will be made effective Aug. 26 by the filing of tariffs by the individual roads. The decision is known as Ex parte, 74, and appears in Vol. 58 I. C. C., pages 220 to 260.

The Commission recites the character of the evidence before it, how operating expenses have eaten up an increasing percentage of the revenue. From the decision we take the following:

We are of opinion and find that the following percentage increase in the charges for freight service, including switching and special services, together with the other increases hereinbefore approved, would under present conditions result in rates not unreasonable in the aggregate under section 1 of the act and would enable the carriers in the respective groups, under honest, efficient, and economical management and reasonable expenditures for maintenance of way, structures and equipment, to earn an aggregate annual railway operating income equal, as nearly as may be, to a return of 5½ per cent upon the aggregate value, for the purposes of this proceeding, of the railway property of such carriers held for and used in the service of transportation and ½ of 1 per cent in addition; eastern group, 40 per cent; southern group, 25 per cent; western group, 35 per cent; Mountain-Pacific group, 25 per cent.

**Disposition of Fractions.**—In computing and applying all increased rates authorized herein fractions will be treated as follows:

Where rates are stated in amounts per 100 pounds or any other unit, except as provided in the succeeding paragraph, fractions of less than ¼ of a cent will be omitted. Fractions of ¼ of a cent or greater but less than ½ of a cent will be stated as ½ cent. Fractions of ½ of a cent or greater will be increased to the next whole cent. This rule will also be followed in computing passenger fares.

Where rates are stated in dollars per carload, including articles moving on their own wheels, when not stated in amounts per 100 pounds or per ton, amounts of less than 25 cents will be dropped; thus, \$25.24 will be stated as \$25. Amounts of 25 cents or more but less than 75 cents will be stated as 50 cents; thus, \$25.65 will be stated as \$25.50. Amounts of 75 cents or more but less than \$1 will be raised to the next dollar.

**Switching Charges.**—No substantial reasons have been developed for exempting charges for switching from the general increases. It is our opinion that the charges for this service should be increased, together with the charges for transit, weighing, diversion, reconsignment, lighterage, floatage, storage (not including track storage), and transfer, where the carriers provide separate charges against shippers for such services. The charges for other special services are not to be subject to the general increases herein authorized. The percentage to apply should be determined by the percentage applicable in the group where the service is performed, except that at points on the boundary line between two groups taking different percentages the higher percentage should apply.

**Grain and Grain Products.**—On grain and grain products we are asked to apply in connection with such percentages as may be approved a maximum increase. For the same reasons that have led to the conclusion that neither specific nor maximum increases are desirable, we find that upon this record no exception should be made of the general percentages, upon these commodities, except as noted.

There are in the middle west a number of important grain markets thru which it has been customary to maintain an equalization of the rates from important producing states to important consuming regions, under which the sum of the rates into and out of the various markets is in most cases equal. This adjustment differs from an ordinary differential basis in that it is in substance providing an equal through charge over various routes between the same points by the use of sums of proportional rates rather than the establishment of joint through rates or of transit. The application of different percentages in the various groups will result in dislocation of this equalization.

Carriers and shippers unite in recommending that this equalization be continued because of the keenly competitive situation of the various markets and of the lines of railway serving such markets. However, sufficient detailed information to cover fully the situation is not before us upon this record. We find that the grain rates into and out of these markets may be increased by the general percentages herein approved, with the understanding that the carriers will, within thirty days after the service of this report, file tariffs restoring the equalization through the grain markets now enjoying that basis. This should be done after conference with interested shippers, and if desired, we will lend our co-operation in the premises.

**Port Differentials.**—The eastern carriers express of record their willingness to preserve existing relationships between the rates to and from the eastern ports. No objection to this

proposal was made. This result can be readily accomplished for the reason that all rates in official classification territory between the ports and points west of the Buffalo-Pittsburgh line are based on the New York-Chicago rates. The base rates may be increased and existing port differentials maintained. It is our view that in filing the increased rates here authorized a provision of this character should be made.

Use of wood in place of coal for fuel for threshing machine engines is prohibited by a recent order of a mutual insurance company because of the greater fire hazard of wood sparks.

### Discuss Car Distribution.

Nebraska's car distribution was the subject of a conference at Lincoln, Neb., on July 29 between the Nebraska Railway Commission and representatives of the railways operating in Nebraska.

Commissioner Brown stated that at present an elevator with a public warehouse permit having a total of 30,000 bus. of grain on hand, 25,000 bus. in storage and 5,000 bus. for shipment, is entitled to 6 times the number of cars than is the smaller elevator, not a public warehouse, which also has 5,000 bus. of grain to ship.

It was decided that grain held in an elevator to be moved on the authority of the elevator operator, when shipment could be made, would be considered storage grain.

Carrier representatives announced that car distribution was not based absolutely on the grain available for shipment. The territory served by the dealer and the volume of grain shipped from the station in the preceding year were factors considered in the distribution of cars.

Subject of another discussion was the practice of the shipper who has oats, corn and wheat on hand and oats to ship, and who turns in his entire holdings for car requirements. It was decided that car distribution to the shipper who continues this practice will be substantially curtailed.

Railways will again put into effect the old system under which the station agent makes a report to the Nebraska commission of the movement of grain from his station. The report will be weekly and will give the number of cars and the kinds of grain shipped during each week.



Drum and Tank for Hot Water Treatment for Smut.

### Hot Water Treatment for Smut.

An efficient method of administering the hot water treatment to seed wheat to prevent loose smut has been put into practice generally in Indiana.

As described by Russell G. East, county agricultural agent, at Shelbyville, Ind., the equipment consists of a drum 4 ft. long and 24 ins. in diameter covered with heavy screen wire, a hot water tank and a chain hoist running on an overhead track.

First the wheat is soaked in cold water. Then the drum full of wheat is immersed in the hot water at a temperature of 129 degrees for ten minutes. The drum is then hoisted out of the water and the wheat turned out on the floor for a few minutes to cool. The wheat is then taken to the farmer's home and scattered very thinly over a floor to dry, or it can be sown immediately. The engraving herewith shows one of the outfits, of which nine were installed in different parts of the state last year.

Purdue University will soon get out a bulletin describing the apparatus and recommending the treatment.

This loose smut can not be controlled with the formaldehyde treatment, because the smut spores are blown into the heads of sound wheat and there find their way into the kernel as it is forming. This smut is sometimes called black heads, and is only seen at its best when wheat is in full bloom, or after a rain has washed the smut away, leaving a bare stem where there should have been a head of wheat.

An experiment made in 1918 in Shelby County with 30 plots sown with treated wheat showed but a slight trace of smut in a few plots while the average of all untreated wheat in the same fields was 11.1 per cent loose smut. This indicated a loss in Shelby County alone of \$200,000.

Treated wheat has longer straw and a better head. A number of minor diseases are eradicated by the hot water. "Yellow berry," for example is diminished.

The wheat swells in the water so that one and one-half bus. of seed must be used for an acreage calculated to require one bushel. It has never been the idea of the advocates of this treatment that it would produce the first year better than the untreated. The heat kills some kernels and the swollen condition prevents a good, uniform stand like that given by untreated seed. The sole aim has been to develop better seed for future crops. The treated seed will yield from the same to 7 bus. per acre more than the untreated.

A CALIFORNIA crop reporting service for 1921 is to be established as result of a recent agreement made between the California Dept. of Agri., the U. S. Dept. of Agri. and the Bureau of Crop Estimates.

At the present time the Ministry of Shipping has nothing at all to do, as in view of the serious fall in homeward freights, boats can now be secured in the open market at rates which are many shillings per ton cheaper than the values paid to ship-owners under what are known as 'directed' voyages. In the circumstances it would be quite absurd for anybody to try to defend the case for the maintenance of the Shipping Controller even up to the end of August. The rate of freight on heavy grain, for instance, from the River Plate to this country as paid by the Shipping Ministry on the steamers chartered last March for August and September loading is 112s 6d from San Lorenzo to the United Kingdom, whereas had the Food Ministry waited a little longer they could have secured all the tonnage required at 77s 6d per ton. The British taxpayers would thus have been saved 35s per ton, which on a steamer running into five to six thousand tons would represent a considerable amount. The same thing is seen in the case of sugar from Java.—London Corn Circular.



## Barge Built of Reinforced Concrete.

Transportation is intimately associated with the handling of grain and any new development in shipping has a bearing on the problems of the grain trade.

In the old days of cribbed elevators the loading of grain into a concrete bin would have been considered a doubtful experiment and even more so if that concrete container were submerged in water. All fears that the grain would absorb moisture by condensation on the cold concrete walls have long since been dissipated. Experience with reinforced concrete grain elevators has shown that grain keeps perfectly and no difference can be detected between the grain lying against the wall and that in the middle of the mass.

The launching at Harbor Island, Aransas Pass, Texas, on July 24, 1920, of a reinforced concrete oil tanker of unique design is the realization of a well considered plan for which credit is due R. P. Durham, vice pres. of the Macdonald Engineering Co. In his honor the boat was christened "Durham," and is shown at the shipyard in the engraving herewith. Concrete barges for carrying grain on our rivers and canals would help to relieve the railroad congestion.

The vessel consists of two interlocking cylinders, so spaced as to make the relation between beam and depth dimensions approximately the same as is usual in vessels of standard type. The interlocking of the cylinders provides along the midship line of the vessel a buoyancy chamber extending the entire length of the cargo space, and this chamber also serves as a passageway from bow to stern.

The main portion of the cylinder on each side of the buoyancy chamber is cargo space for oil; the smaller chambers at the bottom serve as ducts connecting the oil compartments with the cargo pumps; and the similar chambers just below the deck act as relief pipes, carrying air from the cargo compartments to ventilators at the bow and stern.

Each oil compartment is provided with a valve between the lower duct and the main cargo space, the valve handles being carried to the deck; so that the rate of filling or emptying each compartment, as well as the amount of oil it is to contain, can be independently regulated. At the same time, as but one kind of oil will be carried on any trip, the lower ducts eliminate the necessity of any piping from the cargo compartments to the pumps.

Transverse bulkheads are spaced 30 ft. apart, each vessel thus containing seven compartments on each side of the buoyancy chamber, or a total of fourteen. The vessel will have a deadweight cargo capacity of approximately 2,000 tons, or 14,000 barrels of medium oil.

A few weeks after the contract for these vessels was placed, the war ceased, and propelling equipment, not previously obtainable, could be secured. It was therefore decided to make the tankers self-propelled, using internal combustion engines. The stern section was re-designed to provide engine space, and other necessary alterations were made to meet the changed program.

It will be noticed that the vessel is built without transverse frames. This feature was an essential part of the method of construction proposed by the builders, and followed out in the work. Each section thirty feet long was built on end, by the use of sliding forms raised continuously night and day by patented jacks—a method of building developed by the constructors in their long experience in concrete grain elevator work. This manner of working produces concrete freer from joints or lines of cleavage than any other method, and is also very fast in practice. For instance one section,—26 ft., 10 ins. of actual depth of concrete,—was run in 28 continuous hours.

By employing sliding forms and raising

them free of the concrete work as the section was finished, the same forms could be lowered to their original place again and used for building similar sections for an indefinite number of ships. This duplication would effect great economies in construction.

The outer skin, therefore, is of a thickness showing a gradual increase from 7 ins. to 10 ins., with modifications along the buoyancy chamber, air and oil ducts, and the deck and bottom structure. In considering this thickness, it must be remembered that there are no ribs, so that what would appear an excessive skin thickness in a concrete ship of standard construction must be viewed in the light of the frame omission. Furthermore, as the vessel was of frankly experimental design, it was not thought wise to take chances, leaving any lightening of weight to the dictates of experience in actual service.

The bow section, 30 ft. long, and the stern section, 53 ft. long, being ship-shape rather than parallel sided, were necessarily built in fixed forms, arranged for sliding apart to permit duplicating the concrete work for the next ship.

Each vessel is 298 ft. long overall, including the overhung rudder, 33 ft., 9 ins. beam, and 21 ft., 10 ins. deep, bottom of keel to center of deck. They will be driven by twin screws, the power being supplied by Bolinder engines of water injection type. The steam for operating the cargo pumps, anchor, windlass, steam steering gear and accessories is supplied by a 125-h.p. water-tube boiler. For unloading oil cargo, there are, for each ship, a pair of 18x14x20 single cylinder pumps. A 5-k.w. lighting set, and oil burning equipment for the boiler, is included. Wireless is provided.

Deckhouses are of concrete; the officer's and crew's quarters are in a house amidships, where the navigating directions and wheelhouse are located. Provision for a total personnel of twenty-five men is made.

The concrete in these vessels is a mixture of one part cement, standard grinding, to one part crushed coke, ½-inch and smaller. It has an average weight, exclusive of reinforcing, of approximately 110 pounds per cubic foot, as compared with about 150 pounds for ordinary stone concrete. Sixty day crushing tests showed a strength of from 3,500 to 4,000 pounds per square inch. Compression stresses on concrete in hogging and sagging are under 1000 lbs.; in other portions of the ship, concrete is, in a few cases, stressed as

high as 1500 lbs. under momentarily excessive hydrostatic pressure.

All reinforcing is of Laclede high carbon steel, the limiting stress being placed at 16,000 lbs. except in bulkheads.

It is anticipated that the second vessel will be launched during the month of August and that the ship now in the water will receive her trials before September first.

THE WHEAT COMMISSION, London, has signified its intention to consider offers of flour after Aug. 4, which pleasing news has been communicated to the American millers by the Millers National Federation.

## Kansas Court Shows up Coal Car Shortage.

A shortage of coal for threshing machines and other industrial purposes was the cause of complaint filed recently in the new Kansas Industrial Relations Court.

Court investigation of the coal car movement on three coal carrying railways in Kansas showed that on June 14, 15 and 16 the A. T. & S. F., M. P. and Frisco lines carried 412 cars of coal from the mines.

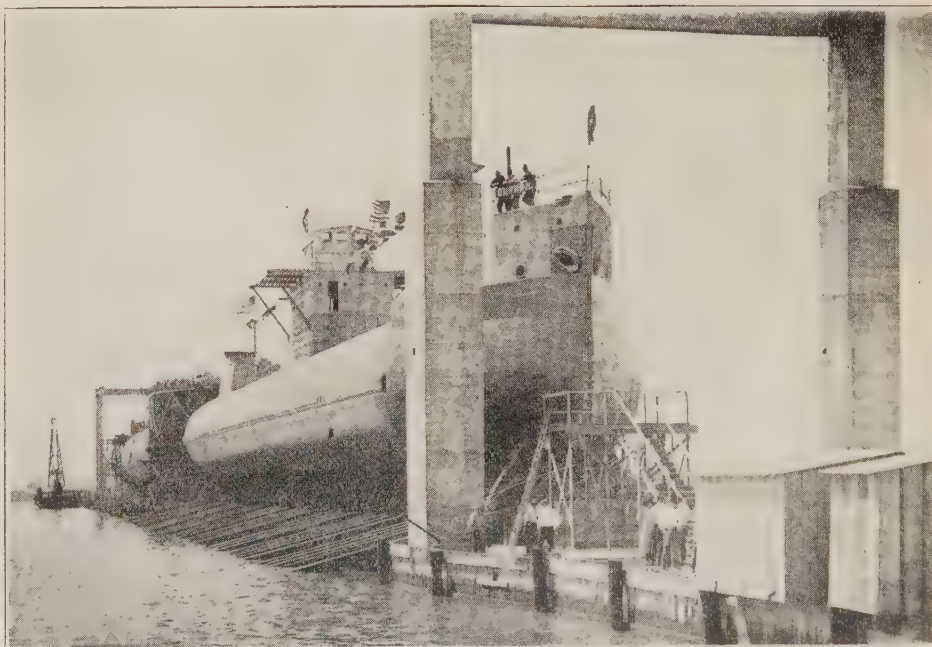
Of 273 cars that remained on the lines of the original carriers 171 cars went for railway purposes and 102 went for commercial purposes.

Car service records shows that practically all the coal destined for commercial use was unloaded within 10 days after reaching its destination.

The court found that 15 cars of the A. T. & S. F. coal were not unloaded in 26 days; that 9 cars of the M. P. were idle 29 days and that the Frisco did not unload 12 cars of its coal for 26 days.

Clyde M. Reed, judge of the Industrial Court speaking of the situation said:

Here is an appalling condition. Something must be wrong that will allow the railroads to keep their own coal in cars practically all month without unloading. The railroads fuss a good deal and collect demurrage from any one using a car for more than a specified time, but they allow cars of coal for their own use to stand in the yards at destination for 26 to 29 days without unloading. There is small wonder that there is a shortage of coal cars. The average daily mileage of a coal car under this investigation was only seven miles a day.



Concrete Oil-Carrying Barge "Durham" Ready for the Launch July 24 at Harbor Island, Aransas Pass, Tex.



## Feedstuffs

TEXLINE, TEX.—The S. E. Penick Merc. Co. is installing a feed milling plant.

GREENVILLE, O.—The Sayco Mills Co. has taken over the feed business of the U. S. Chemical Co.

CHICAGO, ILL.—Charles Stewart, a buyer for J. W. Fernald & Co. for many years, passed away recently.

PASCO, WASH.—A warehouse containing feed and hay belonging to Horrigan Bros. burned recently.

GODFREY, ILL., July 27.—Alfalfa is a good crop in this section.—William Nelder, mgr. Godfrey Elevator Co.

MANITOWOC, WIS.—The flour and feed plant of Ed. Brey & Sons was recently damaged \$2,000 by fire.

OSSAWATOMIE, KAN.—The Ossawatimie Feed & Fuel Co. contemplates erection of a warehouse along the M. P. tracks.

NEWTON, MASS.—The C. F. Eddy Co. lost \$40,000 recently when fire destroyed its warehouse containing feed, grain and hay.

KANSAS CITY, Mo.—The Interstate Flour & Feed Co., of Minneapolis, Minn., has opened a branch office here in charge of C. P. Purchase.

WHEELERSBURG, O.—The Wheelersburg Milling Co.'s plant was recently destroyed by fire. A feed mill is being erected for temporary use.

DALLAS, TEX.—The offices of E. H. Young & Co., dealers in cottonseed meal and cottonseed cake, have been moved from Ft. Worth to this city.

INDIANAPOLIS, IND.—The American Hominy Co. will build several minor additions to its plant at a cost of \$83,000, including drier and power plant.

THE UNITED STATES Food Distributors Ass'n now has 129 members and a convention is to be held soon, is an announcement made recently by Pres. Dreyer.

ST. LOUIS, Mo.—F. Marx, a feed man with a wide St. Louis acquaintance, is the new manager of the feed department of the Temtor Corn & Fruit Products Co.

KANSAS CITY, Mo.—The Corn Products Refining Co. has purchased a site of 75 acres at North Kansas City, upon which a corn products plant, to cost \$7,000,000, is to be erected at once.

BUFFALO, N. Y.—The feed department of the Globe Elevator Co. has been leased to the Quaker Oats Co. J. C. Fulde of Chicago, Ill., is to be manager for the Quaker Oats section.

BALTIMORE, MD.—The Chesapeake Plant & Food Co. has been incorporated by W. W. Woolston, J. G. Harr and J. C. Murphy. The company intends to manufacture dairy and other live stock feeds.

CLINTON, IA.—The concrete storage building we now have under construction will for our own use in connection with our feed manufacturing plant.—W. M. McIntosh, pres. MacX Feed Milling Co.

BURR OAK, KAN.—An elevator, flour mill and syrup storage besides the feed mill now under construction will comprise the plant headed by E. A. Grove of this city. The plant will manufacture mixed feeds as soon as the feed mill is completed.

MEMPHIS, TENN.—A. C. Westervelt & Co. is a new concern at this city which will handle cottonseed cake and cottonseed meal, oil meal and peanut products. A. C. Westervelt, head of the new company, was for many years with Humphreys-Goodwin Co.

KELSO, WASH.—A half interest in the Kelso Feed & Fuel Co. has been purchased by W. B. Keen. The feed business established a little over a year ago by Harmon Jaspersen has grown so rapidly that the erection of a third warehouse is now contemplated.

THE HORSE ASS'N of America has issued a pamphlet which gives impressive figures about the cost of operating a team of horses compared with the operation cost of a motor truck hauling about an equal load. The costs were determined by a Chicago printer and publisher which does its own heavy trucking.

CHATTANOOGA, TENN.—The Hood Feed Co. was recently incorporated for \$75,000. Officers of the new company are, pres. Charles F. Hood, vice-pres. W. M. Bare and sec'y-treas. S. A. Gray. All the associates of Charles F. Hood in this incorporation are former employees of the F. A. Hood Co. owned by Charles F. Hood.

MILWAUKEE, WIS.—The new feed mill of the Parry Products Co. is now well under way, and it is expected that the plant will be in operation by October 1. T. W. Parry, sec'y-treas. and general manager of the new organization, has been associated with the Milwaukee grain trade for a number of years and has been a member of the Chamber of Commerce since 1906.

BURLINGTON, IA. — The site for the Peerless Feed Milling Co. was chosen recently when arrangements were made to take over part of the property of the Co-operative Supply Co. on Sept. 1. A practically new brick building standing on the property will be used for the greater part of the machinery of the plant and an elevator and engine house are to be located nearby.

SEATTLE, WASH.—Rogers Brown & Co. have registered the design of a circle in which is inscribed a large letter "B" and the words "Roger Brown & Company" as their trademark No. 130,120 for use on cottonseed meal, soy-bean cake and meal, peanut-meal, linseed cake and meal, coconut cake or meal, ground bone, ground shell, peanuts, beans, peas, and dried fish and whale meat.

NYSSA, IDA.—An alfalfa mill capable of grinding 60 tons of hay a day is being installed by W. G. Cathey, a prominent grower of alfalfa in this section. An alfalfa meal mixing machine is also to be installed. Mr. Cathey, who is entering the alfalfa feed business, already has contracted for considerable alfalfa feed in California. The erection of a concrete storage warehouse for sacked alfalfa feed is contemplated next season.

MINEOLA, TEX.—We are operating a wholesale grain business, but do no shipping. We are planning to build a small grain elevator and to install feed grinding mills to make corn meal, corn chops, maize chops, etc. We want to do a mixed car business from this point, on milling in transit, as we will have to buy all of our grain from other points and ship it here to be milled.—D. N. Steed, Steed Grain Co.

KANSAS CITY, Mo.—The Wood Alfalfa Products Co. has been organized here and has taken over the Abilene, Kan., plant of the Denver Alfalfa Milling & Products Co. Wallace Wood, head of the new Kansas City company, formerly was general sales agent for the Denver company in Kansas City and is well acquainted with the alfalfa milling business. An office has been established in Kansas City.

CHICAGO, ILL.—Rosenbaum Bros. have employed "Bob" Sellw as its sales manager. Mr. Sellw has been with the feed department of the Quaker Oats Co. for many years. He has done some very successful work in the making up of feeds for various purposes. Few persons more thoroly understand the manufacture of feedstuffs than does Mr. Sellw. The trade should be thankful to this man for his efforts in creating a better understanding of the real value of quality prepared

feeds by his work with the various breeders ass'ns and by his talks before agricultural school classes.

SPOKANE, WASH.—Neil Bros. Grain Co. incorporated a year ago at \$50,000, has increased its capitalization to \$100,000. The increase is the result of recent expansion of the company. Jan. 1 Neil Bros. bot the plant of the Dixie Corn Products Co. of Spokane and turned it into a feed mill for the preparation of mixed feed. Later they bought a large feed mill at Buckley, Wash., near Seattle. In addition the company purchased a warehouse at Rosalia and converted it into a feed mill. The company is operating three mills. The firm operates in Washington, Oregon and Idaho. It has a strictly northwestern business, handling mixed feed exclusively.

OHIO'S FEEDSTUFFS Law has been called constitutional. There is nothing to do about it but to pay the license fee as required by law. The term feedstuffs shall include hay, straw, whole seeds, unmixed meals made directly from the entire grain of wheat, rye, barley, Indian corn, buckwheat, broom corn, pure wheat bran of middlings, not mixed with other substances, when sold separately as distinct articles of commerce, nor entire grains of corn, oats, barley, wheat, buckwheat, ground together, nor wheat bran and middlings not mixed with other substances. (Screenings are other substances.) The license fee is \$20.00 per brand annum. Feeds must also be registered.—Ohio Millers State Ass'n.

TO HELP REDUCE the number of inferior sires in this country Chapin & Co. are offering a prize of \$1,000 to any county in the country which first becomes free from inferior sires. No county will be eligible in this competition which does not have a total of 500 sires of all classes and 5,000 head of female breeding stock. This offer is approved by the Bureau of Animal Husbandry, U. S. Dept. of Agri. County agents or officials of livestock organizations which wish to have their county entered in the contest must send a letter to Chapin & Co. with a copy to the Bureau of Animal Husbandry. Besides the money prize the winning county will receive a silk banner and a certificate signed by Sec'y of Agri. Meredith and chief of the Bureau of Animal Husbandry Dr. John R. Mohler.

ST. LOUIS, Mo.—H. V. Lancaster urges the incorporation of a clause in feed contracts with millers providing: "All feed to be packed in new plain burlap sacks unless otherwise specified, and guaranteed to arrive at destination in this country cool, sweet and sound." He says: "Suppose the miller tempers his wheat too much and the feed contains excessive moisture. It is run through the mill and the packer and loaded into a car, we will say, within a half hour's time. A few hours later it is switched from the track and in five or six days' transit arrives in St. Louis, which is a nearby point for you, hot and caked. Could you conscientiously compel the jobber to assume that loss? True, you lived up to your contract according to the clause in your contract, but the feed really did have time to become out of condition before it was in the hands of the jobber."

"Let the government operate our mills" is the cry of Spanish millers who believe that the cabinet is responsible for the prevailing high price of wheat.

### Feedstuffs Movement in July.

Receipts and shipments of feedstuffs at the various markets during July, compared with July, 1919, were as follows:

|                 | Receipts   |            | Shipments   |            |
|-----------------|------------|------------|-------------|------------|
|                 | 1920.      | 1919.      | 1920.       | 1919.      |
| Chicago, lbs.   | 48,354,000 | 34,585,000 | 108,180,000 | 73,010,000 |
| Ch'natti, cars. | 36         | 76         |             |            |
| Mil'kee, tons.  | 4,868      | 4,595      | 19,698      | 19,065     |
| K. C., tons.    | 3,840      | 2,380      | 2,200       | 9,680      |
| St. L., sacks.  | 107,380    | 54,650     | 115,440     | 108,110    |



## Adulteration and Misbranding.

Under the food and drugs act the following judgments were rendered recently in the United States District Courts for the Bureau of Chemistry, U. S. Dept. of Agri.

The Searcy Oil & Ice Co., Searcy, Ark. was charged with shipping cottonseed meal that did not come up to the guaranteed analysis. The company consented to a decree, and judgment of condemnation and forfeiture was entered. The court ordered that the meal should be delivered to the claimant upon the execution of a \$1,500 bond.

The Valley Cotton Oil Co., Memphis, Tenn., was charged with misbranding cotton seed meal. The label represented that the meal was of the following composition: not less than 7½ per cent ammonia; not less than 38.62 per cent protein; and not more than 10 per cent of crude fiber. Analysis of a sample by the Bureau of Chemistry showed the composition to be as follows: crude fiber 13.17%; crude protein 35.19%; total nitrogen 5.63% and total ammonia 6.85%. The company entered a plea of guilty and was fined \$50 and costs by the court.

The Milam-Morgan Co. Ltd., New Orleans, La. was charged with adulteration and misbranding of horse and mule feed. The feed was labeled in part as follows: "Perfecto Horse and Mule Feed \* \* \* Guaranteed analysis \* \* \* protein—9.00 per cent \* \* \* made from corn, oats, alfalfa, rice bran, brewer's grain, cane molasses, and salt." Adulteration was charged because cottonseed hulls, peanut hulls, rice hulls and oats hulls had been mixed and packed with the feed in place of the brewer's grain. Misbranding was charged because the label bore the statement "protein 9% \* \* \* brewers grain." Upon admission of the allegations a judgment of condemnation and forfeiture was entered. The court ordered that the product should be delivered to the claimant upon the payment of the court costs and upon the execution of a \$500 bond.

THE PACIFIC RICE BY-PRODUCTS Co. of San Francisco, Cal., was charged with shipping 2,695 sacks of a product purported to be rice bran but which consisted largely of rice hulls. Misbranding was charged because the article offered was an imitation of rice bran. The Seattle Flour Mills claimants admitted the charge and a judgment of condemnation and forfeiture was entered. The court ordered that the product should be released to the claimant upon the execution of a \$3,500 bond

and conditioned that the product be relabeled "rice bran and hulls, 50% hulls."

THE BUCKEYE COTTON OIL Co., of Memphis, Tenn., was charged with misbranding dairy feed. Misbranding was charged because the feed sacks were labeled in part "Protein Minimum, 16% and Fiber Maximum, 19.5%." Analysis by the Bureau of Chemistry showed the following composition: "crude fiber, 19.55% and protein, 13.10%." The defendant entered a plea of guilty to the information and the court imposed a fine of \$50 and costs.

THE NOLAN MILL & FEED Co., of San Francisco, Cal., was charged with shipping 1,190 sacks of a product purported to be rice bran but which consisted largely of rice hulls. Adulteration was charged because the rice hulls had been substituted for the rice bran. Misbranding was charged because the article was an imitation of rice bran. Upon admission of the allegation of the libel by the claimant, Charles Nelson Co., Seattle, Wash., a judgment of condemnation and forfeiture was entered. The court ordered the product released upon the payment of the cost of proceedings and upon the execution of a \$250 bond and conditioned that the article be relabeled "rice bran and hulls, 60% hulls."

## Mutual Millers and Feed Dealers Meet.

The Mutual Millers & Feed Dealers Ass'n held its sixth annual convention at Jamestown, N. Y. on July 29 and 30 with over 150 dealers in attendance.

The opening session was called to order by Pres. L. T. Warner. An address of welcome was given by F. W. Hyde, sec'y Jamestown Board of Trade.

In his annual address Pres. Warner outlined the work of the Ass'n during the past year and congratulated the dealers for their good work and for the interest they showed in the Ass'n.

Sec'y Roy B. Mulkie read his annual report. He explained that the sixth year of the ass'n found it more prosperous and stronger than ever. While the organization is growing it is not growing as fast as it should and urged co-operation with the Eastern Federation of Feed Merchants in putting on a booster campaign to get new members.

In concluding the sec'y announced that during the year 30 new members had joined the Ass'n, making a total membership of 204.

In the afternoon the dealers were taken

on a boat trip around Lake Chautauqua. Following the boat trip they were taken to the Midway for a picnic, where a baseball game was held between wholesale and retail feed dealers.

On Thursday evening the entertainment com'te took the dealers by boat to Lakewood for a banquet and then to a theater party.

The final session on Friday morning was taken up by the election of officers and an open discussion on the advisability of shipping less than 30 tons to a car.

Officers chosen for the coming year were: pres. James H. Gray, Springfield, N. Y.; vice-pres. Roy B. Mulkie, Union City, Pa.; sec'y-treas. E. C. Kessler, Jamestown, N. Y.

## Open Shop Approved by U. S. Chamber of Commerce.

By a vote of 1,677 to 4 the Chamber of Commerce of the United States overwhelmingly approved the following principle of industrial relations, which had been submitted to them in a referendum, the result of which was announced July 30:

All men possess the equal right to associate voluntarily for the accomplishment of lawful purposes by lawful means. The association of men, whether of employers, employees or others, for collective action or dealing, confers no authority over, and must not deny any right of, those who do not desire to act or deal with them.

On the other 11 principles passed upon the membership was practically unanimous. Among these principles are:

The right of open shop operation is an essential part of the individual right.

Ass'ns of employes, as well as of employers must be legally responsible.

The restriction of productive output is an injury to society.

Representatives of employes should not represent any outside group.

At the same time the Chamber's membership in another referendum vote has approved a report of its Com'te on Public Utilities recommending that strikes by public utility employes should be explicitly prohibited and that tribunals should be created by law to adjudicate in decisions binding on both parties differences between public utilities corporations and their employees.

## The Hayes Elevators, Little Rock.

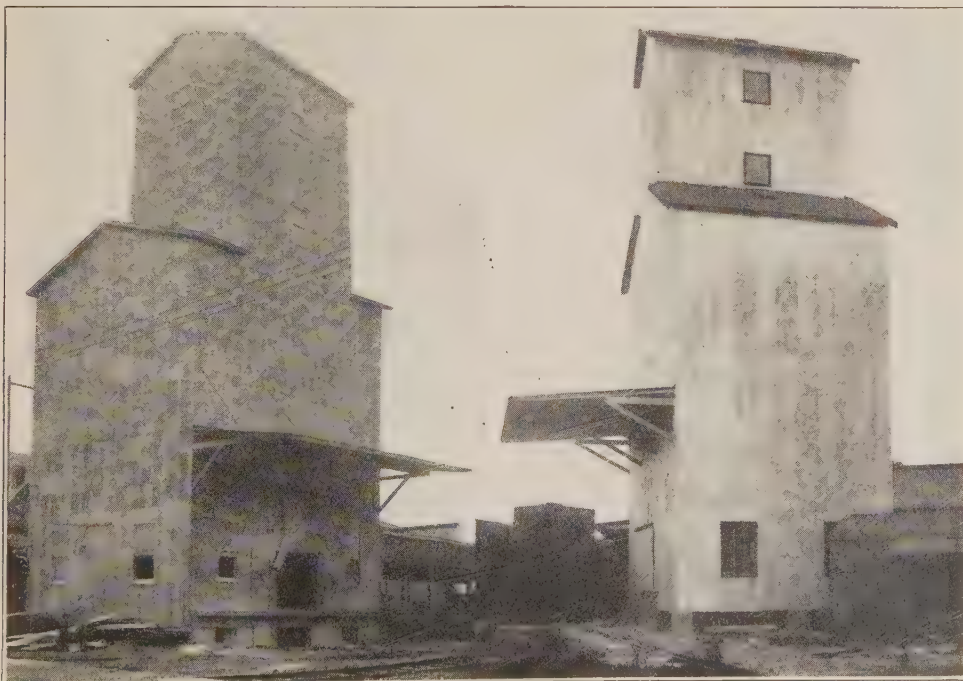
Elevator No. 1 of the Hayes Grain and Commission Co., Little Rock, Ark., built by Kaucher & Hodges in 1910 is an iron-clad house having a storage capacity of 20,000 bus. grain, while elevator No. 2 is somewhat smaller having a bin capacity of 13,000 bus. Both plants have a warehouse built in connection giving about 70 car loads storage capacity for sacked grain or feed. The plant is served by the Rock Island, Missouri Pacific and Cotton Belt railroads and has four side tracks, two to each elevator. Seven electric motors with a total of 120 h.p. operate the two plants and the mixed feed plant in elevator No. 1. Thirty-six tons is the daily mixed feed output.

Elevator No. 1 contains an Invincible Grain Cleaner, chop mill attrition mill and mixed feed plant, while elevator No. 2 is used exclusively for storage and sacking.

The Hayes Grain & Commission Co., incorporated in 1910, handles grain of all kinds, mixed feed, hay, cotton seed products, meal, hulls and cake. A Chicago office is operated for dealing in mill feed, linseed and cotton seed products. Besides the wholesale business conducted in Little Rock, the firm also operates four retail feed stores in that city under the name of Hayes Stores, Inc.

Present officers of the firm are: James Thomas, Pres.; Guy Cameron, Vice-Pres.; C. E. Hayes, Sec'y and Treas.

BARLEY shipments from the U. S. to Hawaii for May amounted to 38,063 bus.; compared with shipments in May, 1919, of 8,811 bus.



Elevators Nos. 1 and 2 of Hayes Grain & Commission Co., Little Rock, Ark.



Hearing on the Spontaneous Heating of Wet Feeds.

A hearing to discuss the spontaneous heating of wet feeds is to be held at Chicago, Ill. on Sept. 15 at the call of B. W. Dunn, chief inspector, Bureau of Safe Transportation of Explosives and other Dangerous Material.

The hearing was originally set for July 19 but at the request of the executive Committee of the American Feed Manufacturers Ass'n Mr. Dunn postponed the hearing.

The work of this department always has had great effect on the Interstate Commerce Commission and it is hoped that the feed dealers will explain their troubles about feed heating in transit to Mr. Dunn.

The call issued by Mr. Dunn for the hearing follows:

Reports of recent fires and damages by spontaneous heating of shipments of alfalfa and other mixed feeds, indicates wide diversity in the practice of different manufacturers in preparing such feeds for shipment. This difference in practice is especially marked in the case of the moisture content in the feed. An increase has been noted in the moisture content of many samples recently examined at our laboratory. There has also been an increase in the number of shipments damaged by spontaneous heating, which is no doubt due in part to the increased moisture content in the feeds.

There is probably also a larger volume of traffic than formerly. The slow movement of cars and consequent longer period that shipments are in transit, is likewise a factor in causing spontaneous heating in such shipments. Sometimes the spoiling and charring of the feed, has been accompanied by damage to railroad equipment. We believe it advisable, therefore, that some federal regulations be promulgated to cover such shipments so as to prevent spontaneous heating of these feeds in transit.

The only requirements in the I. C. C. regulations governing shipments of dangerous articles now applicable to such shipments, are those in paragraph 1894 (a), which provide that carload lots of alfalfa feed should, when practicable, be loaded in tight cars with the doors stripped. This rule, as will be noted, governs only one feature of many which have been responsible for damage and fires in the past.

The Interstate Commerce Commission regulations will probably be revised this fall, and these regulations will doubtless be changed so as to cover more fully shipments of alfalfa and



Guy F. Briggs, Omaha, Neb.

other mixed feeds. It has been the practice in the past for this bureau to place its recommendations before the Interstate Commerce Commission regulations for adoption by the commission. In preparing such regulations we have considered it advisable to have the co-operation of representatives of manufacturing shippers whose product is involved, in order to have the benefit of their experience. For these reasons it is desired that a conference be held to discuss the preparation of regulations for this traffic. Points suggested for discussion are:

1. Advisability of eliminating certain ingredients such as cottonseed meal and ground cottonseed hulls.
2. Advisability of predrying grains before adding molasses.
3. What should be the maximum moisture content in the completed feed when shipped?
4. What should be the period of cooling before loading into cars?
5. Should standard methods be adopted covering loading of bags in cars, so as to afford ventilation in transit?
6. What should be the maximum carload weight?

THE WISCONSIN PLAN of road upkeep by dividing their length into sections that can be maintained by one man and holding him responsible seems to be gaining favor in other states.

TRANSPORTATION has made every avenue of civilization. Human progress is reflected in the economic welfare of the people of highest civilization and there is no advancement in production and exchange until there are highways to facilitate the transportation involved. We shall notably enhance the advantages of American production when we add to the convenience of transportation through the construction of highways suited to the use of modern motor vehicles. It is the one agency of putting every community in the Republic on the map of commercial relationship.—Warren G. Harding.

A Live Omaha Firm.

The Leopold-Briggs Grain Co., which was organized two years ago, by Jos. L. Leopold and Guy F. Briggs, has added another well-known grain man to its staff in the person of L. P. Roberts.

For several years Mr. Roberts was a grain solicitor in the Northwest. Later he served as manager of shipping and merchandising for a firm on the Minneapolis Chamber of Commerce. For the past 11 years he has been general manager and cash grain man at Omaha.

Mr. Leopold, who started his grain career some 11 years ago in northwestern Iowa, engaged in the grain business on the Sioux City Board of Trade in 1914, later becoming a director of that organization. In 1916 he moved to Omaha, opening up business under the name of Leopold-Todd Grain Co. Although being the only active member of the firm in 1918, he volunteered an acceptable service to Uncle Sam. This necessitated the closing of the business of the Leopold-Todd Grain Co. and resulted in the organization of the Leopold-Briggs Grain Co.

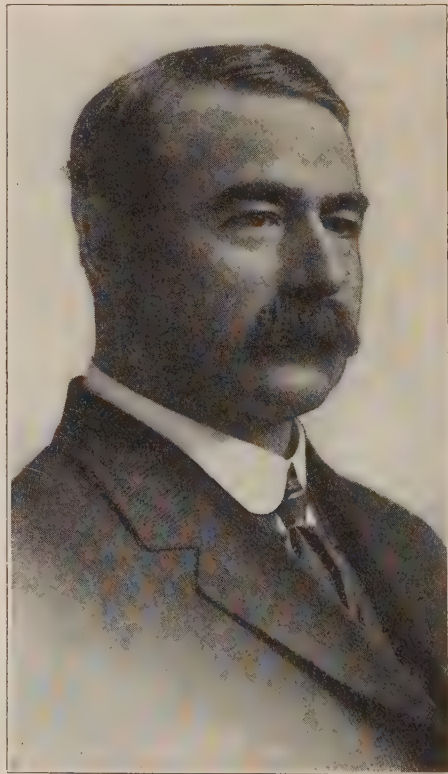
Guy F. Briggs, who was at that time the new partner, is a man of 16 years' grain experience; 10 of which were spent in the management of farmers elevator companies in Nebraska. For 2 years he served in the capacity of line-house superintendent; 2 years in charge of consignments for the Kemper Grain Co., Kansas City, Mo. and for the past 2 years has been a member of the Omaha Grain Exchange and member of the present firm.

MEXICO'S wheat crop this year is estimated at 406,898,436 kilos, compared with 387,522,320 kilos produced in 1919 and 284,942,883 kilos produced in 1918, reports the Mexican Director of Agriculture.

THE DISPOSITION—when and where—of the apparently large Argentine corn surplus is rather puzzling. To date clearances have been comparatively slight. Prohibition of wheat exports from the Argentine now effective may bring out the greater part of her reported corn surplus of 237,000,000. Impoverished Europe can be depended upon to buy most sparingly.—Quinn-Shepherdson Co.



Jos. L. Leopold, Omaha, Neb.



L. P. Roberts, Omaha, Neb.



# Grain Trade News

Reports of new firms, changes, deaths, casualties and failures; new elevators, improvements, fires and accidents are welcome. Let us hear from you.

## ARKANSAS

Little Rock, Ark.—I left the city in March and have been traveling ever since. I am out of the grain business entirely.—F. E. Morse, F. E. Morse Co.

## CALIFORNIA

San Francisco, Calif.—The office of the U. S. Grain Corporation in the Sansome Bldg. was closed July 20, and all employees dismissed.

Los Angeles, Calif.—W. E. Sheldon, who recently sold his grain interests in Michigan and came to this city for rest, has heard the call again and is now in the brokerage business here.

San Francisco, Calif.—The Grain Trade Ass'n has been assigned 800 ft. of the lower half of Pier 25 for the handling and loading of grain, by the Harbor Commissioners. W. J. Sullivan is supt. of the dock which has rail and water facilities.

Los Angeles, Calif.—Building restrictions as to height, are responsible for the refusal of the city authorities, to allow the Globe Grain & Milling Co. to build an elvtr. here. The house was to be 208 ft. high and to cost \$2,000,000. The company will not reduce the height of the proposed elvtr. and therefore will either wait until the ban is lifted or build elsewhere.

## CANADA

Litlaw, Sask.—The Pioneer Grain Co. is building an elvtr. at this station.

Hyas, Sask.—The Liberty Grain Co. has just completed a 30,000-bu. elvtr. here.

Killiam, Alta.—The Pioneer Grain Co. is rebuilding the elvtr. burned last May.

Lumsden, Sask.—The Interior Elvtr. Co., Winnipeg, contemplates rebuilding its elvtr.

Lestock, Sask.—The Atlas Elvtr. Co. has completed its new 30,000-bu. elvtr. at this point.

Kitchen, Sask.—The elvtr. of the Pioneer Elvtr. Co. at this station is nearly completed.

Hearne, Sask.—The Alberta Pacific Elvtr. Co. is moving its elvtr. at this station to Bateman.

Manor, Sask.—The Saskatchewan Elvtr. Co. is wrecking its elvtr. at this station and will rebuild it at Defoe.

Hodgeville, Sask.—The Alberta Pacific Elvtr. Co. has completed new elvtrs. at this station and at St. Boswell.

Ituna, Sask.—The elvtr. of the Atlas Elvtr. Co. at this station has been completed. It has a capacity of 30,000 bus.

Midland, Ont.—The interest on the preferred shares of the Midland Grain Co. Ltd., has been increased from 7 to 8%.

Lenora Lake, Sask.—The Saskatchewan Elvtr. Co. Ltd., of Winnipeg, contemplates the erection of an elvtr. to cost \$8,700.

Regina, Sask.—J. J. Laughlin is now Supt. of the Central Division of the Atlas Elvtr. Co. and will make this city his headquarters.

Montreal, Que.—Employees of the Montreal Warehouse Co., operating the Grand Trunk Elvtr., have struck for higher wages. They want an increase of from 12 to 14c per hour.

Udora, Sask.—The elvtr. of the Atlas Elvtr. Co. was struck by lightning recently and burned before help arrived. The fire started in the cupola and the loss is complete.

Estlin, Sask.—The elvtr. of the Security Elvtr. Co. was struck by lightning, July 20, and burned with a loss of \$30,000. There was little grain in the elvtr. at the time.

Saskatoon, Sask.—L. P. Mohr, formerly agt. for the Saskatchewan Elvtr. Co., Ltd. at Shellbrook has been appointed supt. for the Northern Division of the company and will make his headquarters in this city.

Fort William, Ont.—The Bole Grain Co. is reorganizing its business interests at the head of the lakes, following the disposal to S. T. Smith and W. A. Murphy, of Winnipeg, of all its interests in the Mutual Elvtr. Co. The Bole Grain Co. and the Muirhead-Bole Elvtr. Co. are included in the new scheme. The reorganized Mutual Elvtr. Co. will be under the management of R. B. Pow, formerly associated with Mr. Bole.

## WINNIPEG LETTER.

The Ritz Benson Grain Co. has succeeded the McGraw Ritz Grain Co. The new company has a capital stock of \$100,000.

James Richardson, well known as a terminal and country elvtr. owner, has moved to this city from Kingston and will make it his home. Capel Tilt has been his representative on the Grain Exchange at this market for 22 years.

The following memberships in the Grain Exchange have been transferred: R. J. Henderson to E. J. Johnston; G. E. Saunders to W. B. Naismith; James Thomson to H. F. Harmon; C. Goldstein to R. D. Smith and H. Kavaner to A. F. Partridge.

McGaw-Dwyer, Ltd., dissolved partnership August 1, W. H. Dwyer, Ltd., taking over the elvtrs. of the company, and W. E. McGaw, carrying on the shipping and export business of the company, operating as McGaw Grain Co. Ltd., the name that he formerly used before forming his partnership with Dwyer in 1916.

## COLORADO

Deer Trail, Colo.—The Scott George Grain Co. is building an elvtr. here.

Denver, Colo.—J. L. Cardiff is now in charge of the office of the Moore-Lawless Grain Co. at this market.

Olney Springs, Colo.—We are building an elvtr. here, having sold our house at Bellflower, Mo.—Wm. McCollough & Sons.

Yuma, Colo.—The Farmers Milling & Merc. Co. is installing a Moffit Combination Dump and a 15-h.p. Fairbanks Engine.—L. M. Millen, mgr.

Montrose, Colo.—We do a buying and shipping business in wheat, oats, barley, apples, potatoes, hay and feed in carlots.—L. F. Flower, mgr. Western Commission Co.

Lamar, Colo.—M. C. Ward, mgr. for the Lamar Milling & Elvtr. Co., has resigned and with his brother V. O. Ward will enter the grain business in western Kansas.

Milliken, Colo.—Our plant was destroyed by fire July 24 and is a total loss, partially covered by insurance. We expect to rebuild at once.—Farmers Union Milling & Elvtr. Co. (Loss \$150,000.)

Arriba, Colo.—The Stinson Elvtr. Co. has let contract for a new elvtr. at this point. Work to be started at once. We expect to install a new engine this fall.—G. T. Gourley, mgr. Arriba Equity Merc. Co.

Denver, Colo.—We have opened offices in the Cooper Bldg. in this city but we still own and operate our eastern Colorado elvtrs., the only change being the removal of the headquarters to this city from Merino, Colo.—S. B. Ashcraft Grain Co., S. B. Ashcraft.

## IDAHO

Wilder, Ida.—We have doubled our capital stock making \$50,000 and have built a 20x40 ft. addition to the elvtr. which we shall use as a mill. The addition is 2 stories high and is covered with iron to conform with the elvtr. It has a capacity of 50 bbls. with an equipment for 100 bbls. The short system and the Midget Marvel Mill is being installed. An electric bleacher will be used to age the new wheat and the whole plant will be operated by electricity. We have spent \$20,000 on it.—J. A. McCune, mgr. Wilder Equity Ass'n, Ltd.

Sweetwater, Ida.—The Sweetwater Elvtr. Co. has doubled its capital stock, which is now \$50,000.

Buhl, Ida.—The Buhl Farmers Elvtr. Co. is out of business, having been absorbed by the Intermountain Farmers Equity Co.

Emmett, Ida.—The Famers Co-op. Exchange will build a 50-bbl. mill and a 40,000-bu. elvtr. to cost \$15,000. Concrete will be used in the construction.

Midvale, Ida.—The Tri-State Terminal Co., of Seattle, Wash., has taken over the Farmers Warehouse Co. here and is building a new 80,000 sack warehouse to replace the one that collapsed last winter while full of wheat. The new house is 260x44 ft. and sacks will be piled 24 high. We have two receiving doors and 3 shipping doors. All sacked grain to be received over a Fairbanks Scale. A portable piler will be used to stack the sacks. I am mgr. here. Was formerly with the Wasco Warehouse Milling Co. in Oregon and the Union Warehouse & Elvtr. Co. at Lind, Wash. For the past year I represented the J. L. Owens Co., of Minneapolis, in the West.—Geo. Urquhart.

## ILLINOIS

Dunlap, Ill.—Mathews Bros. have installed an automatic scale in their elvtr.

Cuba, Ill.—Our warehouse will soon be completed.—Cuba Co-op Grain Co.

Charlotte, Ill.—D. T. Crumbacker is again mgr. for the Farmers Grain Co.

Sherman, Ill.—The elvtr. of Prayther & Groves is being extensively repaired.

Fairmount, Ill.—I am now mgr. for the Farmers Co-op Grain Ass'n.—W. L. Jackson.

Oreana, Ill.—The Oreana Grain Co. has increased its capital stock from \$13,600 to \$60,000.

Edwards Sta., Ill.—The recently incorporated Farmers Elvtr. Co. will build an elvtr. 108 ft. high.

Wolf Lake, Ill.—Farmers have bot the elvtr. here and will soon organize a company to operate it.

London Mills, Ill.—Arthur Latourette has succeeded M. Freeze as mgr. for the Farmers Co-op. Co.

Breese, Ill.—The Breese Grain Co. has let contract to Ballinger & McAllister for a 26,000-bu. concrete elvtr.

Greenfield, Ill.—We have nearly completed our new elvtr. and warehouse.—Geo. N. Cole, mgr. Farmers Co-op. Grain Co.

The Arcady Farms Milling Co., Chicago, and Kohler Bros., Chatsworth, are now members of the Illinois Grain Dealers Ass'n.

Bluffs, Ill.—The Farmers Grain Co. suffered a small loss when its elvtr. was recently discovered on fire but the flames were quickly subdued.

Plainfield, Ill.—The 90,000-bu. concrete elvtr. of the Plainsfield Grain Co. is rapidly nearing completion. Downey & Connor have the contract.

Gillespie, Ill.—The Gillespie Co-op. Farmers Elvtr. Co. has succeeded the Gillespie Roller Mills, H. F. Bycroft & Son, props.—J. E. Bycroft, mgr.

Hoopeston, Ill.—The new 30,000-bu. concrete elvtr. of the Illinois Lumber & Grain Co. has been completed by Downey & Connor who had the contract.

Woodland, Ill.—Work on the elvtr. of the Farmers Elvtr. Co. has been resumed by Downey & Connor, contractors, after 5 weeks' delay in getting cement.

Heaton (Rossville p. o.), Ill.—The Farmers Elvtr. Co. will wreck its warehouse and corn cribs and build new ones. New coal pockets will also be added.

Roby, Ill.—I succeeded A. Yearman as mgr. of the Roby Grain Co. last December. He is now mgr. of the Farmers Grain Co. at Mechanicsburg.—B. F. Alls.

Mendota, Ill.—I have leased the elvtrs. of J. H. Dole & Co. at this station where I will make my headquarters and at Arlington, and Clarion Switch.—C. A. Pfund.

Rio, Ill.—We have sold our elvtr. to Roberts & Daugherty. The new firm is in possession and will install a new Howe Truck Scale.—F. L. Hough & Co. (Frank Brooks, mgr. of the old firm has made no decision as yet in regard to the future. Mr. Daugherty of the new firm will move to Rio and personally conduct the business.)



Cereal (Forrest p. o.), Ill.—The Healy Grain Co. is repairing its elvtr. at this station.

Deland, Ill.—Earl Bragg has succeeded W. A. Pegram as mgr. for the Farmers Grain Co. J. E. Adams, ass't at the elvtr. has resigned.

Padua, Ill.—We have spent about \$2,000 in repairs this year. Have put a new steel tank around boot to keep the water out.—J. Chubbock, Padua Grain Co.

Cornell, Ill.—A new co-op. elvtr. company has been organized here with a capital stock of \$50,000 and will buy the elvtr. property of the Farmers Grain Co.

Peters, Ill.—The warehouse of the Progressive Co-op. Grain & Feed Co. has been completed and work will be started on the elvtr. at once. Downey & Connor have the contract.

Springfield, Ill.—Failure to pay the corporation franchise tax before July 31, has made several thousand Illinois corporations liable to the forfeiture of their property by sheriff's sale.

St. David, Ill.—The elvtr. of the Farmers Grain Co. will be completed as soon as the stucco for the outside is put on. The final touches to the driveway and the installation of the machinery are now being made.

Manhattan, Ill.—Wm. Kirkham, a former director of the defunct Manhattan Grain Co., bot the 2 elvtrs. of the company at public auction, Aug. 2, for \$31,500. The sale of the elvtrs. follows a long drawn out controversy over the affairs of the company.

Sibley, Ill.—We have bot the elvtr. of Shearer & Miller at this station and are operating it in connection with our plant at Garber. Jas. B. Bailey is mgr. here but our main office will remain at Garber.—Herbert J. Moore, mgr. Bailey-Moore Grain Co.

Godfrey, Ill.—My former address was Fidelity, not Felldon as reported. I bot grain at Fidelity for 17 years, and am now mgr. for the Godfrey Elvtr. Co. We have a new up-to-the-minute concrete elvtr. here with practically a complete equipment of machinery. We need however a new flexible spout holder.—Wm. Nelder.

Compton, Ill.—We painted and overhauled our elvtr. last year and only had to make minor repairs this season. When my oldest son returned from "service," he took charge of my business for a year and I spent the winter in California. Am back again and will continue as heretofore, providing I can get any empty cars to ship grain or any coal to sell.—J. W. Banks.

Weldon, Ill.—The elvtr. of Railsback Bros. containing a carload of wheat, burned at 5:30 p. m., July 27, with a loss of \$40,000. The office and engine room also burned and the plant is a total wreck. The cause is not known but eye witnesses say that without apparent warning flames burst out all over the building at once. Contract has been let to Ballinger & McAllister for a new 40,000-bu. iron clad cribbed elvtr. to replace the burned one.

Bondville, Ill.—The elvtr. of M. A. Kirk was discovered on fire at the top of the elvtr. inside the house at 3 a. m., July 21, but the flames had gained such headway that nothing could be done to save it. There is no fire protection here and bucket brigades devoted their time to saving surrounding property. For a time the entire village was threatened. The elvtr. was empty having just been cleaned out in anticipation of handling the new crop. The motor house of the elvtr. was saved as was Mr. Kirk's garage at the elvtr.

Ashland, Ill.—Frank Jackson, employed in the elvtr. of the Railsback Grain Co., was so seriously injured July 31 while working in the elvtr. that he died Aug. 2. The accident was due to the falling of the tension weights on the rope drive. Mr. Jackson was going up the stairs in the elvtr. and had reached the second flight, when the weights fell and one of them struck him on the side of the head. He was stunned and evidently fell and rolled to the bottom of both flights of stairs, as J. C. Railsback found him there a few moments after the accident. Mr. Jackson was unconscious and was rushed to the hospital where he died without regaining consciousness. Careful examination of the rope system did not disclose any defects and it is a mystery to all how or why the weights fell. Mr. Jackson was thoroly familiar with all of the machinery, for he had been employed at the elvtr. during the rush seasons for a number of years. He was 53 years of age and leaves a wife and seven children. Mr. Railsback is almost prostrated by the accident, the first one in his 40 years of elvtr. operating.

Barnes, Ill.—The new 50,000-bu. concrete elvtr. of the Barnes Grain Co. has been completed and accepted by the owners from Downey & Connor, contractors. The first grain was received through the new house last week.

Bloomington, Ill.—Harrison, Ward & Co. have bot the mill and elvtr. formerly owned and operated by L. E. Slick. The property was sold to the company by C. F. Sholer who bot it when it was sold to settle up the bankruptcy estate of Mr. Slick. Mr. Sholer operated the elvtr. only, the mill being leased to and operated by the Bloomington Milling Co. The present owners will operate only the elvtr. for the present, using the firm name. The property has been known locally as the Hungarian Mill and later as the Slick Mill & Elvtr.

Peoria, Ill.—Summons in foreclosure of mortgage on property given as security by the Central City Elvtr. Co. in 1912, on notes aggregating \$15,000, was filed Aug. 2 in the Circuit Court. The defendants are Central City Elvtr. Co., Frank T. Miller, trustee of First National Bank, the Easton Estate, which controls the majority of the stock in the elvtr., together with the C., R. I. & P. Ry. Co. and the Mueller Grain Co., lessees and operators. The plaintiffs are Mary Sullivan, Edna Dean Proctor, Julia Proctor and Winslow Evans. The notes were dated March 20, 1912, and were to run eight years with interest at 6%. The property scheduled as security is said to have been conveyed to Frank T. Miller, March 23, 1916. According to Judge Evans, the amounts of the notes were not paid on maturity and the plaintiffs seek to recover through foreclosure. Should a judgment in favor of the plaintiffs be awarded, the property will be placed on public sale.

#### CHICAGO NOTES.

Membership still remains at \$10,500 net to buyer.

W. S. Treadway is traveling for the Bartlett Frazier Co.

Wm. H. Noyes is now connected with F. S. Lewis & Co.

David H. Annan is now with Lamson Bros. & Co. and has been admitted to membership in the Board of Trade.

We have moved our offices from the Board of Trade to the Postal Telegraph Bldg.—Moses Rothschild, pres. Moses Rothschild Co.

Labor troubles will not affect the elvtrs. in Chicago, as the union has signed an agreement with the operators which was satisfactory to all concerned.

New members of the Board of Trade are: Albert E. O'Connell, H. M. Paynter, Jr., E. A. Boerner, T. C. Brown, F. S. Gresham, J. I. Holmes, G. T. Ordway, F. T. Bedford, W. F. Halpin, H. H. Logan, O. A. McFall, E. J. Weber and E. H. Bagley.

Board of Trade memberships posted for transfer are: J. D. Herklotz, Sefton Trantor, W. H. T. Foster, R. T. Dobson, W. G. Parkins, W. H. Holmes, F. S. Hughes, G. A. Weinberger, F. E. Gulick, L. C. Dillon, John Roberts and the estate of C. E. Stuart.

Howard B. Jackson, formerly vice-pres. of the U. S. Grain Corporation, will resume his position as senior member of Jackson Bros. & Co., now that he has been released from the duties of the corporation by the closing of the office here. Frank G. Jackson and Ed. Hy-mers have been admitted to membership in the firm, which has been re-organized. W. J. Farrell chief grain inspector for the U. S. Grain Corporation and Chas. P. Squire, mgr. for the same, are now associated with the company also.

Samuel C. Scotten, for many years one of the best known traders on the board, died Aug. 5, in the Mercy Hospital, a victim of cancer. Mr. Scotten was 69 years old. He was at one time a partner of John W. Gates. He entered the grain business in Chicago in 1873 with the firm of J. F. Harris & Co. Later he became a member of the firm of Harris, Gates & Co., then Harris-Scotten Co., and finally was head of the firm of Scotten & Snyder. At the time of his death Mr. Scotten was a director of the Chicago, Burlington & Quincy RR. and the National Bank of the Republic and an officer of many other companies. He owned what was said to be one of the largest and most valuable art collections in America, including large Rembrandts and one work of Rosa Bonheur. A part of his pictures were insured for \$1,500,000. He is survived by three married daughters.

Ed Fleming, for many years a representative of Requa Bros. and last year on the road for Adolph Kemper Co., is now traveling for the Updike Grain Co. of Omaha.

The charge for weighing grain will be increased by the Board of Trade on account of diminished receipts and increased expenses of the weighing department, which ran behind \$45,000 the first six months of this year. The directors of the Board have ordered posted for ballot an amendment to Sec. 13 of Rule XXII changing the basis from 75 cents, as at present, to \$1. It formerly was 50 cents. The rule will read "In case property of any kind is weighed by a Board of Trade or disinterested weigher and is paid for in accordance with such weights, the cost of such weighing shall be borne by the seller, provided such cost does not exceed \$1 per car; should such cost be in excess of \$1 per car it shall be divided equally between the buyer and seller."

#### INDIANA

Indianapolis, Ind.—The J. M. Dunlap Grain Co. has filed articles of dissolution.

Boonville, Ind.—The Elberfeld Milling Co. is building a 20,000-bu. concrete elvtr.

Mt. Vernon, Ind.—New scales have been added to the equipment of the Home Mill & Grain Co.

Manchester, Ind.—J. J. Gentle, of Nebo, has succeeded E. E. Rousey as mgr. for the N. C. Elmore Elvtr. Co.

Wolcott, Ind.—The elvtr. of the Walcott Grain Co. is being put into shape for the new crop and new scales installed.

West Lebanon, Ind.—Jones Bros. will add coal to their grain business and will build coal sheds on concrete foundations.

Silver Lake, Ind.—Farmers have bot a site and will build an elvtr. as soon as the company organization is completed.

Greenfield, Ind.—The Hancock Co-op. Milling & Elvtr. Co. incorporated for \$75,000 by L. A. Orr, A. N. Fisher and others.

Dunreith, Ind.—The elvtr. of C. W. Mouch, of New Castle, has been traded to Chas. Rich for a 140-acre farm, valued at \$38,000.

Thayer, Ind.—We sold our elvtr. at this station to the Farmers Elvtr. Co., July 17.—A. D. Moore, mgr. Kinsey Bros., Warsaw.

Star City, Ind.—We have just completed a new 24x36 ft. cement block feed room with a concrete and steel roof.—Jordan & Phillips.

Peabody, Ind.—The Farmers Elvtr. Co., organized last April with a capital stock of \$50,000, has succeeded Stiefel & Levy at this station.

La Porte, Ind.—The company which recently took over the plant of the Standard Milling Co. at this point, will operate as the Paul B. Eckhart Milling Co.

Culver, Ind.—The annual outing of the Indiana Grain Dealers Ass'n will be held at Lake Maxinkuckee Sept. 4, 5 and 6 with headquarters at the Palmer House.

Pierceville, Ind.—The Pierceville Mill & Elvtr. Co. has been organized with a capital stock of \$25,000 and is now operating the mill and elvtr. recently bot of Chas. H. Crum.

Montmorenci, Ind.—H. E. Hartley, of Rensselaer, has succeeded W. R. Owen as mgr. of the Farmers Elvtr. Co. Mr. Owen will go to Cincinnati, where he will manage an elvtr.

Kennard, Ind.—I have sold my elvtr. here to W. I. Springer, of Indianapolis and am now located for the present at Knightstown.—Wm. M. Graves, formerly operating as the Kennard Grain Co.

Jefferson, Ind.—Herman Rothenberger, formerly with the Vandalia Grain & Coal Co., at Frankfort, has bot the elvtr. of the Molette Grain Co. and will operate it as the Jefferson Grain Co.

Nappanee, Ind.—We are remodeling the elvtr. we recently bot here and are installing 2 motors, seed cleaner and over head dump. We will also paint the elvtr. The work will be done in time to handle the new crop if possible.—Syler & Syler.

New members of the Indiana Grain Dealers Ass'n are: Dunreith Elvtr., Dunreith; Wilkinson & Evans, Remington; Monroe Grain Co., Monroe; The Caca Elvtr. Co. Noblesville; Clifford Co-op. Co. Clifford; Pine Village Grain Co. Pine Village; Harlan Grain Co. Kentland; Farmers Co-op. Co. Mt. Ayr; Farmers Co-op. Co. Yorktown; Clayton Milling Co. Clayton, and W. C. Smock & Co. Burrows, all of Ind.—Chas. B. Riley, Sec'y.



**Knightsdown, Ind.**—I am doing a carlot business, specializing in ear corn and oats, also hay. I hope to build an elvtr. after the grain market gets back to normal conditions.—Andrew Judd.

**Sims, Ind.**—Glen Allen has succeeded Geo. G. Rouff as mgr. for the Sims Co-op. Elvtr. Co. He was mgr. for Woodbury & Elliott for 12 years. Mr. Rouff is mgr. of the Farmers Co-op. Elvtr. Co. at Galveston.

**Lochiel (Fowler p. o.), Ind.**—We have bot 3 Preston Vitrified Tile Storage Bins with a capacity of 10,000 bus. each and will erect them at once. We are also installing a 10-ton Howe Scale.—Joe A. Stone, mgr. Farmers Elvtr. Co.

**Finney (Judyville p. o.), Ind.**—The elvtr. of the Davis Grain Co., containing \$2,000 worth of corn and a carload of coal, burned Aug. 2. The loss is estimated at \$20,000.

**Terre Haute, Ind.**—The plant of the Indiana Grain & Milling Co., owned and operated by Paul Kuhn, burned recently with a loss of \$300,000. All of the machinery in the plant was destroyed with the exception of the boilers and the coal rooms. The office bldg. was also saved. The insurance on the plant will practically cover the loss according to F. M. Kuhn, vice-pres. of the company. The fire is believed to have been due to a dust explosion on the fourth floor of the mill building.

**Smithson, Ind.**—Howard Beasey, mgr. for the Crabbs-Reynolds-Taylor Co. at this station, was severely injured when the cable of the manlift, upon which he was riding, broke. He fell a distance of 85 ft. down the shaft to the basement. He struck a 10-inch timber just before his body reached the basement. The timber was broken off but it lessened the force with which he struck the floor. He escaped with a broken leg and arm and a few internal injuries. It seems a miracle that he was not killed.

**Raub, Ind.**—The shortage in the accounts of Lee Kelley, former mgr. of the Raub Grain Co., amounts to \$40,000 and investigation of the matter shows that he did not have any of the money with him when he left town. It has been proved, according to reports, that he had been speculating in the grain market and had lost. Apparently he sold grain and made no entry, pocketing the money and using it for his own account. Up to the present time no word as to his apprehension has been received. Apparently he has vanished completely.

## IOWA

**Nemaha, Ia.**—P. F. Brown has resigned as mgr. for the Farmers Elvtr. Co.

**Wesley, Ia.**—Kyle Millick has resigned as mgr. for the Farmers Elvtr. Co.

**Modale, Ia.**—We have equipped our elvtr. with motors.—Farmers Elvtr. Co.

**Lester, Ia.**—The Farmers Elvtr. Co. will enlarge its elvtr. and install a drier.

**Corning, Ia.**—W. J. McVinna is now mgr. for the Farmers Co-op. Exchange here.

**Quimby, Ia.**—H. L. Brown, of Meridan, is now mgr. for the Farmers Elvtr. Co.

**Ware, Ia.**—The Farmers Elvtr. Co. has been organized and is now operating here.

**Clinton, Ia.**—The office of the Champion Milling & Grain Co. is now in the Wilson Bldg.

**Fenton, Ia.**—C. V. Critz, of Milford, has bot the elvtr. of Siler & McDonald at this station.

**Liscomb, Ia.**—The Farmers Co-op. Elvtr. Co. has been organized to buy the elvtr. of B. F. Vorhis.

**Hopley Switch (Elkhorn p. o.), Ia.**—Gund & Sein have leased the elvtr. of Rothschild & Co. at this station.

**Audubon, Ia.**—We have installed a Moffit Combination Truck and Wagon Dump.—Audubon Co-op. Exchange.

**Calamus, Ia.**—The foundation of the new 30,000-bu. concrete elvtr. of the Farmers Elvtr. Co. has been completed.

**Farmer (Denver p. o.), Ia.**—The Farmers Co-op. Elvtr. Co. now operates a store and the lumber yards here. This town was formerly known as Glasgow.

**Rock Rapids, Ia.**—The Farmers Co-op. Exchange has bot the elvtr. of Stockdale & Maack for \$5,000. James Hoben, mgr. for the old company, will be retained by the new owners. Work on the company's new elvtr. on the I. C. Ry. will be commenced as soon as the site selected is vacated by a company now paving the city streets.

**Walnut, Ia.**—The Farmers Elvtr. Co. has let contract for a 65,000-bu. concrete elvtr. to be completed by January 1.

**New Providence, Ia.**—Dwight Terrill, of Marion, has succeeded Roland Green as mgr. for the Lawn Hill Grain Co.

**Marne, Ia.**—The Farmers Co-op. Grain Co. has added flour, feed, salt, etc. to its grain business. W. L. Kilmer is mgr.

**Allison, Ia.**—Lightning recently struck the elvtr. of the Farmers Co-op. Elvtr. Co. and the resultant fire destroyed the building.

**Castana, Ia.**—Mail addressed to L. L. LaDue, former agt of Trans-Mississippi Grain Co. at this station, is returned "unclaimed."

**Inwood, Ia.**—Will Jensen, mgr. of the Farmers Elvtr. Co. has resigned and will go to Sioux Falls for the Dakota Live Stock Commission.

**Rensen, Ia.**—A new dump is being installed in the elvtr. of Herman Fredrichs. The Farmers Elvtr. Co. will probably install one later on.

**Bassett, Ia.**—The Farmers Equity Exchange which began business here July 1, has been incorporated by Harry F. Ashley, Henry Meyer and others.

**Malcolm, Ia.**—We are no longer in the grain business.—Frank Kuehl, formerly operating as Kuehl Grain & Lumber Co. (Mr. Kuehl is now in Cedar Rapids.)

**Carroll, Ia.**—We have taken over the office formerly conducted by the late J. R. Whitney, of the Chicago Board of Trade.—R. W. Harper & Sons, Des Moines.

**Monona, Ia.**—Claude Taylor, of Devon, succeeded me as mgr. for Gilchrist & Co., Aug. 1. I will take charge of a grain and feed plant at Lebo, Kan.—A. Carr.

**Glidden, Ia.**—Albert Winzel recently fell in the elvtr. of the Farmers Elvtr. Co. and was severely cut and bruised. The exact cause of the fall is not known.

**Lost Nation, Ia.**—The new Farmers Co-op. Co., with a capital stock of \$50,000, has secured an option on a site for the new elvtr. it will build at an early date.

**Oyens, Ia.**—Peter Arendt has resigned as grain buyer for the Plymouth Milling Co. and will go to Platte, S. D., where he will be mgr. of the Farmers Co-op. Co.

**Sioux Rapids, Ia.**—I have temporarily quit the grain business. T. B. Mather has succeeded me as mgr. for the Quaker Oats Co.—Wm. Kline, now at Pierce, Neb.

**Traer, Ia.**—The Farmers Elvtr. Co. will install a new dump in its elvtr. on the Rock Island R. R. Will Young has been re-elected mgr. with John Dalziel as ass't mgr.

**Hawarden, Ia.**—R. H. Nolan recently bot the elvtr. of S. R. Cooper and is having it moved to the site of his elvtr. which burned May 10. It will be put into first class shape and condition.

**Tara Junction (Fort Dodge p. o.), Ia.**—Henry Lex and several farmers in this vicinity are building a 40,000-bu. vitrified tile elvtr. which will be operated as the Tara Grain & Mercantile Co.

**Stuart, Ia.**—Wm. Woof, who assists his father in the operation of the Woof Elvtr., was recently married in London, England, to Miss Gladys Sorrell. They will make their home in this city.

**Farragut, Ia.**—The air pressure tank used to operate the automatic truck dump in the elvtr. of the Farmers Elvtr. Co., exploded Aug. 2, and blew a hole thru the side of the elvtr. No one was hurt.

**Chariton, Ia.**—The farmers of this vicinity are organizing a company and will take over the elvtr. of G. J. Stewart & Co. Work of organization is being delayed on account of harvest time.

**Pierson, Ia.**—When S. H. Lassen resigned as mgr. for the Farmers Elvtr. Co., the directors in accepting the resignation, voted a gift of \$100 to Mr. Lassen in recognition of his service for the last 3 years.

**Cloverdale, Ia.**—Stockdale & Hankins have repurchased the elvtr. they sold last year to C. E. Mitchell and are again operating it. F. E. Hankins the former mgr. is now in charge and will manage the company.

**Stanton, Ia.**—Our company has been changed to a co-operative basis. There will be no change in management at present. The capital stock will be increased to \$50,000 and new stockholders added.—C. A. Wickstrom, mgr. Farmers Grain & Live Stock Co.

**Klemme, Ia.**—The Farmers Co-op. Co. has been organized here. Capital stock \$60,000 with Herman Stille, pres. and Elmer Arnold, sec'y.

**Malvern, Ia.**—Aden Ireland, while unloading a truck at the elvtr. of the Aden Grain Co., was seriously injured when he became entangled in the truck. His head was badly cut and bruised but no other injuries were found.

**Mondamin, Ia.**—J. C. Wallace, mgr. for the Modale Elvtr. Co., Modale, and his brother R. B. Wallace, mgr. for the Updike Grain Co. for the last 8 years, have bot the elvtr. of the latter company and will operate it as Wallace Bros.

**Atlantic, Ia.**—Gund & Sein have bot the elvtrs. of Nelson & McCausland in this city and at Lora and Hansen Heights. The new owners will exchange offices with the old, the latter continuing in the insurance and real estate business.

**Prairie City, Ia.**—The elvtr. of the Prairie City Grain Co. was threatened with destruction by fire July 30, when a motor in the cupola burned out. Chemical hand extinguishers soon put out the blaze and most of the damage was due to smoke.

**Missouri Valley, Ia.**—The Valley Mill & Elvtr. owned and operated by C. H. Duer, has been closed down, owing to the ill health of the owner. The plant has twice burned, in 1879 and in 1901, but was rebuilt and has been in almost constant operation for 45 years.

**Cedar Rapids, Ia.**—A monument costing \$3,500 has been erected and dedicated to the victims of the Douglas Starch Works explosion, on May 21st, 1919. Forty-seven lives were lost at the time. The graves of the identified victims have also been marked with a separate headstone.

**East Dubuque, Ia.**—The old elvtr. of the Armour Grain Co. at this point has been sold to the Millard Constr. Co., who will wreck it. The elvtr. has not been in operation for years owing to the long ago abandonment of river traffic here. It is however valuable from a lumber standpoint.

**Sheldon, Ia.**—Chas. E. Richards has bot the interest of Scott Logan in the Scott Logan Milling Co. He is now in possession of the plant and will manage it. The plant is known locally as the Prairie Queen Mills and was built in 1879. Mr. Logan owned 2/3 of the stock the remainder being held by Frank and Malcolm Nelson, Frank Kehrberg, Geo. Rolf and Geo. Bloxham.

**Sac City, Ia.**—The Farmers Grain Co. recently increased its capital stock and has bot the elvtr. property of J. B. Adams, of Omaha, for \$30,000. This gives them two elvtrs. here one each on two different roads and greatly increases the efficiency of the company. The elvtr. formerly belonged to Conger, Ball & Co. and has lately been under the management of L. H. Adams.

**Clinton, Ia.**—Louis E. Yuppie, watchman for the Champion Milling & Grain Co., died July 24, from injuries received when he fell from the first floor of the company's new building to the basement. He was conscious when found at 6:30 a. m. and said he had fallen about 3 a. m. in attempting to reach the upper floor by a ladder. He was not thought to be seriously hurt, but he did not survive the shock of the fall.

**Modale, Ia.**—The \$2,000 corn crib of the Modale Elvtr. Co. burned July 27, with \$18,000 worth of corn. The fire was caused by the back firing of the engine used to elevate the corn. Every effort was made to check the flames but they were unavailing and both crib and contents were a total loss. The grain was covered by insurance and the cribs partially covered. Several buildings near the elvtr. and cribs caught fire but no great damage resulted. The total loss is placed at \$25,000.

**Doris (Independence p. o.), Ia.**—The elvtr., warehouse and coal sheds of F. B. Maynard burned Aug. 1, with a loss of about \$20,000. The elvtr. contained 500 bus. of oats and there was \$1,500 worth of feed and flour in the warehouses. The building was valued at \$15,000 and is a total wreck. All of the equipment, including a new wagon scale installed the day before the fire was ruined. The grain and feed were insured for \$2,000 and the elvtr. for a part of its value. A spark from a passing train is believed to have caused the fire. Mr. Maynard had been negotiating with the farmers for the sale of the building at the time of the loss.



## DES MOINES LETTER.

The Des Moines Elvtr. & Grain Co. is remodeling its elvtr.

We have taken over the grain office at Carroll, Ia., formerly conducted by the late J. R. Whitney, member of the Chicago Board of Trade.—R. W. Harper & Sons.

The Board of Trade ball team suffered a defeat in its weekly game with the Elkhart team. The battle was a sharp one and the score was close, being 2 to 1 in favor of the rival team. Perhaps the fact that Catcher Holbrook, of the Blair Elvtr. Co., was put out of action by a badly sprained ankle helped the decision. Mr. Holbrook is still on crutches.

## SIOUX CITY LETTER.

The offices of the Terminal Grain Corporation in the Grain Exchange Bldg. are being overhauled and enlarged.

The Board of Trade baseball team has again covered itself with glory, winning its last game by a score of 11 to 6. It now challenges any amateur team in or out of Sioux City.

H. T. Bickel, formerly vice-pres. and director of the Flanley Grain Co., has succeeded F. H. Warrick as mgr. of the operating department of the Terminal Grain Corporation. He will have full charge of the elvtr. which will be opened for business in a few days. The machinery has been tested and all is ready for actual work.

## KANSAS

Otego, Kan.—The Otego Milling & Elvtr. Co. is building a large elvtr.

Selder, Kan.—The Selder Elvtr. Co. has started work on its new elvtr.

Dighton, Kan.—The elvtr. of the Walnut Creek Milling Co., Great Bend, at this station burned recently.

Turon, Kan.—E. R. Plush of Meade has bot the plant of the John R. Mills Co. and will operate it himself.

Clonmel, Kan.—We are successors to C. J. Horner.—H. J. Steinke, mgr. Clonmel Co-op. Grain & Supply Co.

Mitchell, Kan.—The Derby Grain Co. has bot the elvtr. of the Mitchell Grain & Supply Co. from F. H. Biesenmeyer.

Zarah, Kan.—The Farmers Union Co-op. Co. is building a 16,000-bu. studded elvtr. on the Santa Fe. A. F. Roberts has the contract.

Cedar Point, Kan.—I am temporarily out of the grain business and have been since I sold my elvtr. a year ago.—J. L. Wilkins, Lyndon.

Lebo, Kan.—I have resigned as mgr. for Gilchrist & Co. at Monona, Ia. and will take charge of a grain and feed plant here.—A. Carr.

Stockton, Kan.—J. C. Edwards and A. C. Hammond have let contract for a 17,000-bu. elvtr. at this station, and work will start at once.

Fanning, Kan.—The Associated Mill & Elvtr. Co., of Kansas City, Mo., has interested a number of farmers in the company and will build an elvtr. at this point.

Burlingame, Kan.—The new 16,000-bu. elvtr. and warehouse of the Farmers Union Elvtr. Co. has been completed and has been accepted from the contractor A. F. Roberts.

Edgerton, Kan.—A. H. Mossman, of Ochle-tree, is mgr. of the Farmers Union Elvtr. & Co-op. Business Ass'n which recently bot the elvtr. and corn mill of W. H. Kelly.

Fontana, Kan.—As soon as the Farmers Union Elvtr. Co. can secure a lease from the Frisco Ry. Co., it will build a 16,000-bu. studded elvtr. A. F. Roberts has the contract.

Manhattan, Kan.—We are building a 500-bbl. mill and an 80,000 to 100,000-bu. elvtr. We will also have a line of elvtrs. thru the county points of Kansas.—Liberty Milling & Ice Co.

Valley Falls, Kan.—Chas. Diehl has bot the interest of B. C. Ragan in B. C. Ragan & Co. and with W. A. Blake as a partner will operate the elvtr. as the Valley Falls Elvtr. Co.

Lewis, Kan.—We have just completed a new tile office, stucco finish and 24x18 ft. in size. The Farmers Co-op. Grain Co. has enlarged and improved one of its elvtrs. here.—Laird & Gibson.

Liberal, Kan.—The grain men in this vicinity have organized a Board of Trade and a thru wire from Kansas City will be installed soon. Grain men in the southwest are invited to enroll as members.

Seneca, Kan.—The new elvtr. of W. C. Gilmore is nearly complete.

Wheeler, Kan.—The Farmers Union has let contract to A. F. Roberts for a 22,000-bu. iron clad elvtr. to be equipped with Powers Auto Truck Dump, Fairbanks Automatic and Auto Truck Scale and Beall Cleaner.

Wathena, Kan.—The Associated Mill & Elvtr. Co., of Kansas City, Mo., has an option on the elvtr. of E. S. Leland and it is thought they will organize a company here and buy the house. It formerly belonged to G. W. Kinthead.

Marion, Kan.—The Derby Grain Co. has started work on its new 16,000-bu. elvtr. at this station. The house will be equipped with Howe Wagon Scale, Richardson Automatic Scale and Hall Distributors. A. F. Roberts has the contract.

Pawnee City, Kan.—Work on a 11,000-bu. elvtr. for the Nebraska Farmers Union will be started as soon as a lease has been secured from the Rock Island Ry. Co. Contract has been let to A. F. Roberts for an iron clad studded house.

Oakley, Kan.—The new 22,000-bu. elvtr. of the Farmers Union is about half done. It will be operated by 2 electric motors and will have Fairbanks Automatic Scales and Auto Truck Dump. The roof will be of asbestos roofing. A. F. Roberts has the contract.

Atchison, Kan.—Pres. F. H. Mangelsdorf has appointed the following com'tes for the ensuing year and the appointments have been ratified by the Board of Directors: Cash Margin Com'te: Edwin Lukens, chairman; W. S. Gabel, C. L. Weekes. Arbitration Com'te: Arthur Lukens, chairman; W. S. Washer, W. A. Blair. Elevator and Warehouse Com'te: C. L. Weekes, chairman; Harry Marteny, Carl Duehren. Transportation Com'te: W. S. Washer, chairman; W. S. Traubel, Harry Marteny. Inspection and Weights Com'te: David Lukens, chairman; J. G. Syphers, Vaughn Benjamin.

## HUTCHINSON LETTER.

Wallingford Bros. have opened offices in the Nelson Bldg.

E. W. Cathorn, of Kansas City, Mo., is now Supt. at the Security Terminal Elvtr.

The capital stock of the Consolidated Flour Mills Co. has been increased to \$1,000,000. L. B. Young is now pres. of the company.

New officers were elected at the recent annual meeting of the Larabee Flour Mills Co. Frank S. Larabee succeeds his brother, Fred Larabee, who died recently, as pres. A. J. Bulte is vice-pres. and gen. mgr. and L. A. Arneson, sec'y-treas.

The Russell-Kirk Grain Co. has been dissolved by Ralph Russell and J. E. Kirk, former partners in the business. Mr. Kirk will operate a new company under the name of the J. E. Kirk Grain Co. and will have offices in the News Bldg. Mr. Russell will also stay in the business and keep the old office of the company.

## SALINA LETTER.

The Shellabarger Mill & Elvtr. Co. will install two large Diesel Engines at a cost of \$50,000. Jesse Smith was re-elected mgr. and treas. of the company at its recent annual meeting.

The 200-h.p. motor which was used to operate the plant of the Weber Flour Mills Co. has burned out and the plant is closed for repairs. It will cost about \$500 to put the motor in condition again. J. B. Lynch is mgr.

We recently bot the elvtrs. at Pendennis. Healy and Manning from the Larabee Flour Mills Corporation, Kansas City, Mo. Vinc Kvasnicka, who two years ago was mgr. of the Farmers Elvtr. Co. at Wilson and who managed our Tasco station last year, will be in charge of the three elvtrs. with his brother operating one and other men under his supervision buying at the other stations. The 3 elvtrs. were in rather poor condition but we have repaired them and are putting them in good shape.—Salina Produce Co., I. A. Pribble, pres. and gen. mgr.

The H. D. Lee Flour Mills Co. recently voted to increase its capital stock to \$1,000,000.

## WICHITA LETTER.

Wichita, Kan.—The Victory Mill & Elvtr. Co. will start construction on its new plant early in the fall and expect to have it completed by June first of next year.

New members of the Board of Trade are: J. J. Lowe; J. E. Carroll; A. F. Baker, Hugh L. Claiborne; E. S. Rosenbaum; Harry J. Smith; W. A. Talbot; S. A. Poe; W. F. McCullough; Otto Beuke; P. M. Clarke; S. P. Kramer; W. T. Macauley; W. H. Smith; E. T. Wenzel; Graves W. Anderson and E. R. Warrick, Jr.

Wichita, Kan.—E. V. Hoffman, of Kansas City, Mo., has been elected vice-pres. and gen. mgr. for the Kansas Flour Mills Co., succeeding J. B. Huff who died suddenly in Kansas City, July 14. The general offices and the traffic department of the company will be moved to Kansas City, Mo., but the headquarters of the grain department will remain here under the management of Thad C. Hoffman.

## KENTUCKY

Nicholasville, Ky.—The Starr Elvtr. Co. incorporated for \$2,000 by J. R. Williams, H. Weitzel and C. S. Evans.

Central City, Ky.—The firm of Cohen Bros. has been dissolved and I have taken over the business here. E. A. Cohen has taken the elvtr. at Greenville.—Louis Cohen, successor to Cohen Bros.

## MARYLAND

## BALTIMORE LETTER.

Robt. H. Cooper has applied for membership in the Chamber of Commerce.

The membership of John C. De Bullett has been transferred to Leonard M. Burton.

Milton A. Reckord and C. C. Lewas have been admitted to membership in the Chamber of Commerce.

Morrison & Co. have succeeded Burton, Runge & Morrison, Inc. in the grain and hay business at this market. Offices were opened Aug. 2 on So. Calvert St. Geo. E. Morrison and Herman Runge are props.

J. Barry Mahool, former mayor of Baltimore and one of the best known grain men at this market, has been named a member of the general development com'te of the city, appointed by the mayor to look after the harbor and port improvements.

The office of the Grain Corporation was closed and all business cleaned up Aug. 1. Geo. S. Jackson, who was 2d. vice-pres., has retired and a small com'te is now winding up all of the corporation's affairs at this market. The furnishings, fixtures, and general equipment of the office were sold at public auction, Aug. 2.

## MICHIGAN

Tekonsha, Mich.—We have installed a new cleaner.—Abrams Grain, Feed & Seed Co.

Clarksville, Mich.—The Clarksville Co-op. Elvtr. Co. has bot the elvtr. of Cool Bros.

St. Johns, Mich.—The St. Johns Agricultural Ass'n has bot the elvtr. of John F. Parr and is now in possession.

Detroit, Mich.—Aug. 20, I will move to new offices in the Murphy Bldg.—C. R. Huston, Chamber of Commerce Bldg.

Scottsville, Mich.—The Mason County Co-op. Marketing Ass'n is now in possession of the elvtr. it recently bot of the Scottsville Produce Co.

Moorepark, Mich.—The Constantine Co-op. Ass'n has given its directors authority to sell its elvtr. here. This elvtr was purchased after the elvtr. at Constantine burned.

Detroit, Mich.—The elvtr. of H. M. Hobart & Son, known as the Lincoln Ave. Elvtr., containing a large quantity of oats and corn, burned at 9:40 p. m. July 18. The loss amounting to \$40,000. The next morning the ruins started to blaze but the flames were quickly extinguished.

Nashville, Mich.—We are improving the building of the Townsend plant that we recently bot and are installing a new cleaner and various other machinery. We will use the elvtr. of Marshall & Martens which we also own, as a storehouse only and will carry on all transactions from the other elvtr.—Nashville Co-op. Elvtr. Co.

Edmund Wilkes  
Structural Engineer

Grain Elevators  
Mill Buildings  
Warehouses

Plans and Specifications  
Valuations  
Estimates

706 Mutual Bldg., Kansas City, Mo.



## MINNESOTA

Freeport, Minn.—The elvtr. of Moritz Hoesen burned July 31.

Waconia, Minn.—H. A. Stahlke is sec'y-treas. of the recently organized Farmers Elvtr. Ass'n.

Sedan, Minn.—Business men of this city are interested in the building of an elvtr. at this point.

Mapleton, Minn.—L. M. Olmstead has succeeded Wm. Prenzlow as mgr. for the Equity Elvtr. Co.

Stephen, Minn.—The Farmers Co-op. Elvtr. Co. is building a new office building and engine room.

Ortonville, Minn.—The Farmers Elvtr. Co. sustained a \$15,000 fire loss recently when its elvtr. burned.

Eyota, Minn.—J. A. McIntosh has succeeded H. H. Thiede as mgr. for the Eyota Co-op. Grain Elvtr. Co.

Oklee, Minn.—We have installed a new Marquis Cleaner.—Henry Falardeau, mgr. Farmers Co-op. Elvtr. Co.

Canby, Minn.—The elvtr. of G. W. Van Dusen & Co. and two box cars on a track near the elvtr. burned recently.

Waldorf, Minn.—The Waldorf Co-op. Grain Co. incorporated for \$50,000 by W. A. Bartell, Chas. Ewell and others.

Callaway, Minn.—The Farmers Elvtr. Co. has not one of the line company's houses here and will not build as intended.

Eden Valley, Minn.—The elvtr. of The Osborne McMillan Elvtr. Co. has been sold to W. E. Tibbels, according to reports.

Maynard, Minn.—Arthur Miller, formerly agt. for the Northwestern Elvtr. Co. at Appleton, is now mgr. of a large elvtr. here.

Tracy, Minn.—Farmers Co-op. Elvtr. Co. organized with capital stock of \$50,000 by H. C. Lau, J. Buzzel and W. Moreman.

Wylie, Minn.—The Wylie Co-op. Elvtr. Co. incorporated for \$25,000 by Christ Kruse, Gust Naplin, J. O. Swanson and others.

Reading, Minn.—The Farmers Co-op. Co. has modeled its elvtr., installed new machinery and built a new flour and feed warehouse.

Fairfax, Minn.—Wm. Hoppendtedt, formerly mgr. for the Farmers Elvtr. Co. at Gibbon, is now mgr. for the Farmers Elvtr. Co. here.

Racine, Minn.—The Farmers Elvtr. Co. has been formed here with J. F. Ballinger, E. A. King, J. W. Zimmerman and others as directors.

Amboy, Minn.—The report that we would build an elvtr. is erroneous as we intend to sell the one we have.—J. H. Dredge, sec'y Amboy Grain Co.

Farmington, Minn.—D. O. Smith is now prop. and mgr. of the Independent Elvtr. He will install new scales as soon as he can secure cement for a concrete foundation.

Plummer, Minn.—Farmers will either buy or build an elvtr. at this station. F. J. Eukel is pres. and Marius Waldah, sec'y of the new company which will have a capital stock of \$25,000.

Campbell, Minn.—The Campbell Grain Co. incorporated for \$15,000 by T. G. Winter, L. G. Truesdell, and others. The company will succeed the Winter-Truesdell-Ames Co. at this station.

Fox Lake, Minn.—Leo. McAdams is mgr. of the elvtr. recently bot by the Hubbard & Palmer Co. which has been operating the house under lease. The elvtr. will be thoroly repaired and put into condition for the new crop.

Rothsay, Minn.—O. P. Paulson has succeeded his brother Geo. E. Paulson as mgr. of the Farmers Grain & Merc. Co. He was formerly mgr. for the Farmers Elvtr. Co. at Marion, N. D. Geo. E. Paulson resigned and will move to Los Angeles, Calif.

Park Rapids, Minn.—The Farmers Produce Exchange has bot the Park Rapids Mill, Elvtr. and Warehouse, owned and operated by L. H. Rice, and the elvtr. of the Park Rapids Fuel & Supply Co. The mill machinery was not included in the deal.

Roseau, Minn.—Even O. Ole has succeeded Paul Anderson as mgr. for the Farmers Elvtr. Co., Mr. Anderson having resigned. He is now mgr. for the Farmers Co-op. Grain Co. at Rafton, N. D. The company intends to make additions or put up new buildings next year.

Utica, Minn.—I have sold out at this station.—H. Tubbs, prop. Utica Grain Co.

Stockton, Minn.—The recently organized Farmers Elvtr. Co. has bot the elvtr. of the Meyers Grain & Coal Co. and it will be operated on the co-operative plan this season. The company had intended to build a new house but will not do so now.

Lake City, Minn.—The Hunting Elvtr. Co. has bot the elvtr. of the Armour Grain Co. here. We are just finishing our new office and it is a dandy. It is of brick and is quipped with furnace and all conveniences.—E. L. Demarce, mgr. Farmers Elvtr. Co.

Hendrum, Minn.—The Farmers Co-op. Grain Co. has made extensive improvements in its elvtr. The old engine has been replaced by a Fairbanks Oil Engine, a new elvtr. leg with larger cups installed, rope drive and new spouting added. The roof has been re-shingled. We improved our elvtr. with a new elvtr. belt and cups, drive chain and spouting.—Gordon, Hendrum Co-op. Elvtr. Co.

## DULUTH LETTER.

E. W. Bearrean has applied for membership in the Board of Trade on transfer of O. T. Newhouse.

H. S. Newell & Co. who recently gave up the Logan & Bryan wire at this market, will in future devote their entire time to their own business.

Watson S. Moore, sec'y of the U. S. Grain Corporation, is planning to resume his grain business at this market about Sept. 1. at which time he hopes to be relieved from duty by the corporation.

Duluth, Minn.—Julius H. Barnes, U. S. Wheat Director, has announced his retirement from government service and will re-enter the grain trade as the head of a chain of grain companies, composed of the Barnes Ames Co. of this city, the Zenith Grain Co., Winnipeg, and two new ones in Baltimore and Philadelphia. The two first named firms suspended business 3 years ago when Mr. Barnes took up the government work.

Applications for traveling licenses have been made by the following: C. C. Houks with William Grettum Co.; W. A. Day, C. O. Roe, A. A. Lee and Hans Thompson with W. C. Mitchell Co.; H. V. Thompson, J. E. Winters, B. J. Oyan, E. Fox, M. R. Nelson and H. A. Foss with Atwood-Larson Co.; E. S. Ferguson and C. A. McCabe with McCabe Brothers Co.; J. W. Wells and H. K. Chidlow with the International Elvtr. Co.; W. C. Fairbanks and F. R. Crude with Turle & Co.; J. C. Haugen and H. S. Roberts with H. L. Hankinson & Co.; John McPhee and Lloyd Greaser with the Hoover Grain Co.; Ray Barrett, P. N. Hoag, Charles Hunkins and N. Smokstad with William Dalrymple, and D. A. McLeod with William Gibson. There are an unusually large number of men on the road for firms in this city this year.

## MINNEAPOLIS LETTER.

C. B. Sawyer, formerly on the road for C. C. Wyman & Co., is now representing the Gee-Lewis Co. in northern Minnesota and North Dakota.

It is reported that Geo. W. Banning, who was mgr. of the office of the Grain Corporation at Omaha, will engage in the grain business again at this market.

Traveling representatives licenses have been granted by the Chamber of Commerce to the following: To E. J. McGlenn to represent E. S. Woodworth & Co., Clifford B. Sawyer to represent the Gee-Lewis Grain Co., James E. O'Brien to represent Armour Grain Co., Don Kern to represent Godfrey Grain Co.

The directors of the Chamber of Commerce have decided not to put into operation the plan of allowing wheat to be substituted on future contracts at a specified discount under spring grades. The plan was to have been voted upon July 12, but owing to the strenuous opposition expressed and the many protests received, it was not even posted for vote.

Officers of the Marquette Elvtr. Co. which opened for business Aug. 2, are W. D. Gregory, pres., Chas. A. Eaton, vice-pres., W. A. Gregory, sec'y, L. S. Gregory, ass't sec'y, W. J. Russell, treas. They were formerly interested in the old Midway Elvtr. The new company has bot the Stewart Elvtr. formerly operated by the Banner Grain Co. of which J. R. Stewart was pres. Chas. Eaton, former mgr. of the Concrete Elvtr. will be gen. mgr. for the new firm.

Hiawatha Grain Co. incorporated for \$25,000 by Erwin R. Frizell, James De Garmo and Josephine McLaughlin.

We recently bot a large Bird Scale also a Richardson Scale. We are thinking of enlarging our storage capacity and may build 2 or 3 tanks of about 50,000 bus. capacity.—American Barley Co.

The following memberships in the Chamber of Commerce have been posted for transfer: From J. H. McLean, Jr., to M. J. Pritchard, J. S. Warwick to Harold W. Hellier, Eugene Askegaard to Martin L. Jenks, W. J. Lamb to John A. Lamb, W. D. Gregory to Robert C. Woodworth, W. G. Gooding to Gustave Mehlin, P. A. Murphy to Harold V. Vogtel, C. M. Hales to Charles H. Hamp.

## MISSOURI

Mt. Vernon, Mo.—The Holland-O'Neal Co. is building a \$12,000 elvtr. here.

Pennsboro, Mo.—The Holland-O'Neal Co. has bot the elvtr. of J. A. Snyder at this station.

Joplin, Mo.—The Farmers Co-op. Elvtr. Co. has been organized with a capital stock of \$12,000.

Buell, Mo.—The farmers have organized a company here and will build a warehouse, etc.—D. B. Sailor.

Charleston, Mo.—The Farmers Elvtr. Co. has been organized for \$40,000 and will buy or build an elvtr. at once.

Eldorado Springs, Mo.—We succeeded John Rodabaugh at this point last summer. O. W. Cline is mgr.—Producers Grain Co.

Anabel, Mo.—The Clarence Grain Co., of Clarence, has completed its new elvtr. here and is ready for business. S. H. Nelson is mgr.

Springfield, Mo.—The Lipscomb Grain & Seed Co. has nearly completed its new concrete and tile elvtr. and expect to have it ready Sept. 1. The cost of the elvtr. was \$35,000.

Columbia, Mo.—Ichtertz & Watson, of St. Louis, have opened a grain office in this city with C. M. Huber as mgr.

Kahoka, Mo.—Barnard Weiss, of Canton, has bot an interest in the elvtr. of C. A. Kilkenny. Mr. Weiss was a member of J. H. Weiss & Sons, of Canton, who sold their elvtr. last March.

Carl Junction, Mo.—We have bot the elvtr. of the Brand Dunwoody Milling Co. and will build a feed and flour warehouse. Warren Lofton is sec'y.—Farmers Interstate Elvtr. & Com's'n Co.

Bethany, Mo.—W. T. Lingle who has been operating the plant of the Bethany Mill & Elvtr. Co. under lease, has bot it and will continue to operate it. Mr. Lingle is interested in an elvtr. at Leon, Ia.

California, Mo.—We know of no improvements to be made here or of any contemplated.—Kuhlmann-Meyer Milling Co. (It has been reported that the Kuhlmann-Meyer Milling Co. would repair its plant.)

Schell City, Mo.—The recently incorporated Farmers Milling & Grain Co. has bot the plant of the Zener Milling Co., formerly owned by W. R. Zener, who is now a member of the new company. New machinery will be installed.

Malta Bend, Mo.—We have installed a new 10 ton Fairbanks truck scale and a Globe Dump in our grain elvtr. The Rea Patterson Milling Co. has bot a Howe Scale and a Globe Dump but the shipment reached them too late to be installed for the handling of the present crop.—F. E. Stockman, mgr. F. D. Stockman Ice Co.

Jefferson City, Mo.—To overcome the deficit of \$75,000 in the Missouri State Grain Inspection Department, Governor Gardner in conference with State Warehouse Commissioner J. T. Bradshaw and representatives of the grain exchanges and the Missouri Grain Dealers Ass'n said that the shortage would be made up by a return of the inspection department funds which have been turned over to the state as required by law.

**"HAY! Ship Us YOUR GRAIN"**  
**GORDON-WATTS GRAIN CO.**  
Successors to T. P. Gordon Comm. Co.  
**ST. JOSEPH MISSOURI**



Jefferson City, Mo.—The Cole County Farmers Union is making arrangements to build an elvtr. here.

#### KANSAS CITY LETTER.

The Huffine Grain Co. increased its capital stock to \$100,000.

Ben U. Feuquay has been admitted to membership in the Board of Trade.

The rate of interest on advances for the month of August has been fixed at 7% by the finance com'te of the Board of Trade.

The site of the old Park Elvtr. which burned several years ago. has been bot by the Feeders Supply Co. which will build a \$150,000 feed mill on the property.

The Simons-Shields-Lonsdale Grain Co. of this city has opened an office in the National Bank Bldg., Enid, Okla., under the management of Harley J. Scott.

Grain companies having their elvtrs. in Kansas City, Kan., have entered a protest against the arbitrary increase of \$2,000,000 made on grain houses by the Kansas state tax commission, on the ground that the tax is unjust since the grain was stored for the account of the U. S. Grain Corporation.

An appeal has been issued to the members of the Board of Trade by the directors, requesting them to make every effort to expedite the movement of grain cars. W. M. Corbett, chairman of the exchange com'te on car service, complained that consignees were not giving the prompt disposition of cars that is absolutely necessary to meet the present car stringency.

The office of the U. S. Grain Corporation in this city was not closed Aug. 1, as was intended but will be open at least until Aug. 15 if not longer. D. F. Plazek is determined to have all the affairs of the corporation at this market closed and settled before he quits. Some storage and rail claims are still pending and there are other matters to be adjusted.

E. V. Hoffman has been elected gen. mgr. and vice-pres. of the Kansas Flour Mills Co. to succeed J. B. Huff who died July 14. The general offices and traffic department will be moved from Wichita to the Postal Telegraf Bldg. in this city. The grain department office will remain in Wichita under the management of Thad C. Hoffman. E. V. Hoffman has been mgr. of the Kansas City plant for a number of years and will be succeeded by Wm. R. Duerr, formerly sales-mgr. who will in turn be succeeded by Major Harvey B. Owens, formerly representing the company at Chicago.

The appeals of the five grain companies with elvtrs. on the Kansas side of the river from taxes on grain stored there, were considered by the Kansas State Tax Commissioner Aug. 2, and the decision partly sustains Wm. G. Bird, who made the original assessment and partly the appeal, by fixing the total at \$1,108,587 for the elevators. The figure of Mr. Bird was reduced, that of the elevators increased. By the decision William Beggs, county clerk, is instructed to place the elvtrs. on the tax rolls at these figures: Frisco, \$66,533; Armour, \$507,818; Terminal, \$340,160; "Little Rock Island," \$8,680; Simonds-Shields-Lonsdale, \$182,796. Other increases granted by the tax commission, however, will bring the total increase sustained in Mr. Bird's assessment to \$673,420 and will mean an increase in taxes at the rate of this year's assessment of \$14,500. The elvtr. owners returned a valuation of \$529,494 for the year and Mr. Bird increased it to \$2,076,541.

#### ST. JOSEPH LETTER.

The Grain Belt Mills Co. has increased its capital stock from \$250,000 to \$350,000.

G. E. Heald who is now operating the Heald Grain Co. has bot the office furnishings of the G. W. Helm Grain Co. and will occupy the offices of the latter firm.

The Addington Grain Co. has been incorporated to do a general grain commission business. Capital stock \$15,000; incorporators, B. L. Penny, A. Addington and E. T. Penny.

H. B. Henly, formerly with the C. Moritz Grain Co. at Hastings, Neb., is now with the Kellogg-Huff Grain Co. He has applied for membership in the Grain Exchange on transfer from D. L. Willis and as soon as admitted will assist Mr. Huff in handling consignments on the trading floor.

Jas. Baker is again on the road for the McKee Grain Co. He left the company 6 months ago to manage a branch of the Alfalfa Creamery Co. at Springfield, but the road called him and he is back in the grain business.

#### ST. LOUIS LETTER.

A new elvtr. and warehouse to cost \$350,000 will be erected on a 5 acre site by the Tiemann Elvtr. Co.

The elvtr. bot by J. B. Horton & Co., of Memphis, Tenn., was the Security Elvtr. of East St. Louis. The company has opened an office here.

John L. Wright, for the past 2 years with the U. S. Grain Corporation, has opened an office in the Pierce Bldg. and is again engaged in the grain business operating as the John L. Wright Grain Co.

W. G. Niergarth has been elected director of the Merchants Exchange to fill the vacancy left by W. E. Stewart who recently resigned. Mr. Stewart is now in the grain business in New York City.

A five-story warehouse has been added to the storage facilities of the Picker & Beardsley Commission Co., and they now have a storage capacity for about 100 cars. The company leases the house.

The Missouri Grain Co. has opened its offices in the Merchants-Laclede Bldg. J. Millard Jefferson, mgr. for the company, was mgr. for the Bluff City Grain Co. of Memphis, Tenn., until that firm sold out.

After an extensive trip through China and Japan, during which time he visited the principal cities there, Mr. Carl Langenberg, of the Langenberg Bros. Commission Company, has returned from his honeymoon and is again active on the floor.

The Kellogg-Huff Commission Co. has opened offices in the Rialto Bldg. W. L. Malkemus is pres. and treas. and E. W. Lorch, ass't treas. and C. H. Appel ass't sec'y. These officers were formerly members of Newman & Malkemus, which firm is now out of business. The other officers are W. T. Lingle, vice-pres. and W. M. Huff, sec'y. All are associates in the Kellogg-Huff Grain Co. of St. Joseph, Mo.

### MONTANA

Kingmont, Mont.—The elvtr. of the Geo. C. Bagley Elvtr. Co. is being torn down.

Crane, Mont.—The elvtr. of the Equity Co-op. Ass'n which was not opened for business at all last year, will be overhauled.

Two Dot, Mont.—The Two Dot Farmers Elvtr. Co. has been organized with a capital stock of \$50,000 by C. M. Clinger, Lewis Sigueland and others.

Savage, Mont.—The elvtr. of the Powers Elvtr. Co. containing a large amount of grain burned July 31. The loss is placed at \$25,000. The coal sheds of the company are also a total loss. F. W. Baker, mgr., has received orders from headquarters to clean up the site as soon as possible and it is that the company will rebuild at once.

Helena, Mont.—Montana's grain elvtr. capacity is 22,412,000 bus. according to the statements of all licensed dealers in the state up to June 30. Montana's wheat crop is estimated between 25,000,000 and 30,000,000 bus. While these figures show that most of the crop may be handled in elvtrs. of the state and the car situation aided to a large extent, C. D. Greenfield, commissioner of agriculture and publicity, points out that much financial assistance is needed in handling Montana's grain crop and in addition many farmers are anxious to sell their grain as soon as possible. His figures on Montana grain elvtr. capacity are taken from the applications for licenses, made to him as sec'y of the Montana grain grading and warehouse commission, from every public warehouseman who has applied so far this year. Mr. Greenfield says: The number of elvtrs. that have applied for licenses or indicate that they will open this season, as compared with last year, is about double. One illustration is given in the activities of one line company which operated 16 elvtrs. last year and has arranged to operate 62 this season. All elvtrs. in Montana are virtually empty, according to the reports of grain in storage for June 30, filed according to law.

Hingham, Mont.—The elvtr. of the Farmers Co-op. Elvtr. Co. was opened for the season Aug. 1. It has been closed for some time.

Big Sandy, Mont.—The Greely-Schmidt Elvtr. Co., of Great Falls, has bot the elvtr. of the Farmers Elvtr. Co. at this station. The house has a capacity of 30,000 bus. It has been reported that the farmers elvtr. at Highwood has been taken over by the same company but this is denied in later reports.

### NEBRASKA

Rushville, Neb.—Chas. McTee has resigned as mgr. for the Farmers Union.

Hayland (Schuyler p. o.), Neb.—The Farmers Union Co. has hired a new mgr.

Campbell, Neb.—I am now mgr. of the Farmers Business Ass'n here.—R. Bourdeau.

Beaver City, Neb.—The Farmers Co-op. Union has bot the elvtr. of H. H. Zieme.

Byron, Neb.—We own the old Hynes Elvtr.—J. F. Gregory & Sons., H. C. Gregory, mgr.

Clatonia, Neb.—Will Davis has succeeded W. H. Roscoe as mgr. for the Farmers Elvtr. Co.

York, Neb.—Nebraska Grain & Fuel Co. incorporated for \$25,000 by W. C., G. M. and M. M. Liggett.

Hay Springs, Neb.—W. W. Randall, of Rushville, has succeeded M. Sackett as mgr. for the Nye-Schneider-Fowler Co.

York, Neb.—The J. F. Grosshans Grain & Lumber Co. incorporated by H. F., John F., and Arthur G. Grosshans.

Omaha, Neb.—L. E. Warner, formerly mgr. for the Farmers Equity at Atlanta, is now on the road for the Vincent Grain Co.

Cook, Neb.—M. Sackett, formerly mgr. for the Nye-Schneider-Fowler Co. at Hay Springs, is now with the Farmers Lumber Co. at this station.

Belvidere, Neb.—I have sold my elvtr. at this station to the Shannon Grain Co. and have bot one at Edgar where I am now located.—A. G. Burruss.

Atlanta, Neb.—L. E. Warner has resigned as mgr. for the Farmers Equity Union and is now on the road for the Vincent Grain Co. of Omaha.

Shelton, Neb.—A. F. Bills is now mgr. for the Trans-Mississippi Grain Co. and will put the elvtr. into operation. It has been closed for several months.

Gibbon, Neb.—John E. Shea, of Carney, is now mgr. for the Grange Co-op. Elvtr. Co. succeeding Mr. Kirk, who has been mgr. He is also pres. of the company.

Grand Island, Neb.—I have just opened an office in the Connor Bldg. and will buy and sell grain and hay, operating as the Earl H. Ground Grain Co.—Earl H. Ground.

Agnew, Neb.—I have succeeded Geo. Uland as mgr. for the Farmers Co-op. Elvtr. Co. Mr. Uland is mgr. for the Benedict Grain & Supply Co., Benedict.—Hubert D. Rouson.

Beaver City, Neb.—The elvtr. of the Central Granaries Co. is being remodeled and put into up-to-date condition. It will cost about \$4,000 to complete the work. Chas. Coffey is mgr.

Seward, Neb.—J. Hentzen has bot the interests of his partners in the Imig-Graff & Hentzen Elvtr. Co. and will operate the elvtr. for himself. He has been mgr. for many years.

Emerson, Neb.—N. D. Johnson, ass't mgr. for the Farmers Co-op. Elvtr. Co., has temporarily assumed the management of the company, Frank Forstal, former mgr. having resigned.

Norfolk, Neb.—The Trusler Grain Co. has opened an office at this point with John B. Woodward, treas. of the company in charge. They will handle the wire of James E. Bennett & Co., Chicago.

Omaha, Neb.—Ed. Fleming is on the road for the Updike Grain Co. covering northwestern Iowa and southeastern So. Dakota with headquarters at Sioux Falls, S. D. He was for many years with Requa Bros. of Chicago.

Superior, Neb.—The following officers were elected at the recent annual meeting of the Grain Exchange Pres., Herbert Nelson; vice-pres., E. A. Hayes; sec'y-treas., F. L. Myers; board of directors, Geo. Scouler, Fulton Chesnut, E. Bossemeyer, Jr., Omar Marshall, F. L. Myers, Fred Straley, C. E. Shaw, E. A. Hayes, P. C. Baird, H. S. Nelson, C. Harbor, J. C. Norgaard, P. Johnsen and S. N. Reed.



Gurley, Neb.—The Steele & Nelson Grain Co. is building an elvtr. at this station.—E. C. Colart, Farmers Union Co-op. Ass'n. (W. H. Tiger is mgr. for the Steele & Nelson Grain Co. He was at one time mgr. for the Farmers Union.)

Virginia, Neb.—The recently organized Farmers Elvtr. Co. has bot the elvtr. of A. M. Darwin, formerly operated as the Virginia Grain & Elvtr. Co. The elvtr. is on a discontinued branch of the K. C. & N. W. and has not been used since the road went out of business last fall. The farmers have asked the C. R. I. & P. for a switch to the elvtr.

## LINCOLN LETTER.

The state railway commission has ruled that where payment is not made in full for grain when delivered to the elvtr., its reception by the owner makes his elvtr. a public warehouse. Partial payment for the grain will not release him from this duty.

A conference with the railroad officials will be held in a few days by the state railway commission, in an effort to protect the small grain dealer against discrimination in the matter of car distribution. At present the man with the most grain in his elvtr., his own and that belonging to others, has an unfair advantage in getting cars for shipment.

Grain dealers who take advantage of the Public Warehouse Law, giving them the permission to store grain in the elvtr., and charge for same, must accept any grain that is offered to them for storage so long as they have room for it and provided it is of merchantable quality and condition. The above is the opinion of Hugh Lemaster, attorney of the state railway commission.

Soon after the issuance of the opinion of Hugh Lemaster, state railway commission attorney, to the effect that all public warehouses must accept all grain tendered to it for storage as long as the capacity of the elvtr. is not reached, the Updike Grain Co. asked for the cancellation of its licenses for its 8 elvtrs. at Hastings, Harvard, Clay Center, Morse Bluff, Bruno, Seward, Goehner and North Omaha.

## NEW ENGLAND

Portland, Me.—S. E. Whitten, formerly with the Paris Flour Co. and H. E. Elrod of the C. M. Cox Grain Co. have formed a partnership and will operate at this office as the Maine Grain Co. doing a jobbing business.

Worcester, Mass.—A warehouse of E. A. Cowee & Co was badly damaged by fire, July 30, which is believed to have been started by two small boys who are said to be responsible for an epidemic of blazes. The hay and grain in the building were ruined by smoke and water.

Bridgewater, Mass.—H. H. Shields, employed in the elvtr. of the Eastern Grain Co., was electrocuted at the elvtr., Aug. 4, when a ladder upon which he was standing slipped. He was attempting to replace a fuse in the motor. To save himself when he fell he reached for a wire that carried a voltage of 550 volts and was instantly killed. He was 54 years old and had been employed in the elvtr. for 14 years.

## NEW MEXICO

Santa, Fe, N. M.—The Farmers Co-op. Grain Co. incorporated for \$25,000.

Havener, N. M.—The Farmers Co-op. Grain Co. has been incorporated for \$25,000.

Roy, N. M.—The Farmers Elvtr. Co. has let contract for an elvtr. to be completed in 60 days.

## NEW YORK

Buffalo, N. Y.—W. Raucher has succeeded Harry Johnson as traffic mgr. for the Union Elvtr. Co.

Syracuse, N. Y.—R. H. Leggett, formerly representative of Everett, Aughenbaugh & Co., has resigned and will engage in business of his own account in this city.

New York, N. Y.—The need of more elvts. on the Barge Canal is urged again by Frank M. Williams, state engineer, who says: "At Gowanus Bay, Brooklyn, the site has been so planned and the pier so constructed that it can accommodate a suitable elevator. Such an aid should be erected with working house and storage bins of ample capacity to meet the

needs of the present and also of the near future and so arranged that any required number of bins may easily be added as traffic increases." He has prepared tentative plans for such an elvtr. the capacity to be 2,000,000 bus. The house will be built so that additions can be made without interfering with the main elvtr. Barges will be able to tie up on one side of the pier and unload directly into ships on the other side, by means of the latest loading and unloading devices.

## NORTH DAKOTA

Alkabo, N. D.—The Farmers Elvtr. Co. is repairing its elvtr.

Stirum, N. D.—The Stirum Grain Co. incorporated for \$25,000.

Solen, N. D.—The Equity Exchange will paint and renail its elvtr.

Emerado, N. D.—The Farmers Co-op. Elvtr. has been incorporated.

Kolze (Sidney p. o.), N. D.—Joseph Maze is now mgr. for the Farmers Elvtr. Co.

Easby, N. D.—The elvtr. of the St. Anthony & Dakota Elvtr. Co. is being repaired.

Gwinner, N. D.—The Farmers Grain Co. will probably build a new elvtr. at an early date.

Hebron, N. D.—The Fred Braun Elvtr. is being moved to a site near the Hebron Milling Co.

Tolna, N. D.—I have succeeded S. G. Berg as mgr. for the Farmers Elvtr. Co.—F. Toenberg.

Hettinger, N. D.—The Equity Elvtr. Co. has repaired and repainted its elvtr.—H. L. Otos, mgr.

Balta, N. D.—I am now mgr. of the Balta Grain Co.—Wm. Hatton, formerly at Kevin, Mont.

Jessie, N. D.—H. J. Katter, of Cando, has bot the elvtr. of the Jessie Elvtr. Co.—F. Toenberg, Tolna.

Medberry, N. D.—The Medberry Elvtr. Co. is out of business and the elvtr. is now owned by Chas. Scheel of Edgeley.—X.

Cando, N. D.—Farmers and business men have formed a company and have bot the elvtr. of the St. Anthony & Dakota Elvtr. Co.

Tower City, N. D.—A. D. Poe bot the elvtr. of the Acme Grain Co., for which I was agt. and took possession Aug. 1.—C. F. Easton.

Derrick, N. D.—Peter Marteson, of Hampden, N. D., has bot the Van Asdel Elvtr. here. It is now in operation in charge of Dan Lee.

Brisbane, N. D.—H. L. Otos, mgr. for the Farmers Equity Elvtr. Co. has resigned and is now mgr. for the Equity Elvtr. Co. at Hettinger.

Lark, N. D.—I am now mgr. of the Occident Elvtr. Co. at this station.—J. W. Canfield, formerly agt. Gt. Western Grain Co., Walum, N. D.

Cogswell, N. D.—Oscar Lee has let contract for the repairs on his elvtr. and the installation of a Fairbanks Scale to the Dakota Elvtr. Supply Co.

Selz, N. D.—The Farmers Equity Co-op. Exchange, of St. Paul, Minn., has bot the elvtr. of M. Burgard.—L. Prader, agt. Minnesota Elvtr. Co.

Hatton, N. D.—R. E. Argall has succeeded W. E. Chamley as mgr. of Hatton Grain Co. Mr. Argall was formerly with the Farmers Elvtr. Co.

Grand Forks, N. D.—Work on the state mill and elvtr. has been stopped for the time being on account of the inability of the builders to secure cement.

Marion, N. D.—O. P. Paulson mgr. for the Farmers Elvtr. Co. has resigned and is now mgr. for the Farmers Grain & Merc. Co. at Rothsay, Minn.

Fairmount, N. D.—I have remodeled the elvtr. I recently bot and have installed a motor and cleaner. Will be mgr. myself.—P. G. Miller, prop. Fairmount Grain & Fuel Co.

Temvick, N. D.—Only the office of our elvtr. was damaged by fire recently not the elvtr. The loss only amounted to \$131 and the insurance paid all of it. The blaze was due to a stove in the office.—N. J. Paidt, mgr. Farmers Elvtr. Co.

Cooperstown, N. D.—My brother G. C. Chamley and myself have bot the elvtr. of R. C. Cooper at this place. It has a capacity of 35,000 bus. and is fully equipped with up-to-date machinery. We also have a large warehouse for screenings. We will operate as the Chamley Bros. Grain Co.—W. E. Chamley, sec'y-treas.

Wild Rose, N. D.—The Farmers Elvtr. & Trading Co. has let contract to the T. E. Ibberson Co. for repairs on its elvtr.—A. B. Askelson, mgr. Corinth Grain Co., Corinth.

Leeds, N. D.—No new elvtrs. are being built here this year but M. Dokken who is operating an elvtr. here, is overhauling and repairing his house.—E. S. Stone, agt. Cargill Elvtr. Co.

Corinth, N. D.—J. E. Lawlor, mgr. of the Farmers Elvtr. Co. has resigned and will retire to his farm. I am vice-pres. and mgr. of the Corinth Grain Co. recently incorporated.—A. B. Askelson.

Grandin, N. D.—The elvtr. of the Farmers Grain Co. which was slightly damaged by a recent cyclone, has been repaired and is in good order. A new office has been built and the company is ready for fall business.

Hamar, N. D.—The elvtr. of the Hamar Co-op. Co. is being extensively repaired and new machinery including a cleaner and a 15-h.p. engine will be installed. New spouting will also be put in and the house will be resided and painted.

Sykeston, N. D.—I have remodeled my elvtr. and have installed a new cleaner, Richardson Auto. Scale, manlift and other machinery which will make the elvtr. up-to-date in every way. I am operating two elvtrs. here, one under lease.—O. J. Lundby.

Voss, N. D.—The elvtr. of the Andrews Grain Co. at this station is being wrecked and will be moved to the southern part of the state. The Voss Grain & Lumber Co. and myself have installed Cleland Cleaners.—W. V. Houdek, prop. Farmers Elvtr.

Arndt, (Egeland p. o.), N. D.—The Farmers Grain Co. has succeeded the Atlantic Elvtr. Co. at this station and I am mgr. L. L. Kruchten and B. H. Hadler are owners of the new firm. The elvtr. of the Northland Grain Co. at this station has been closed for the last 7 years.—B. H. Hadler.

Blaisdell, N. D.—We are building a new office and making various other improvements in our elvtr. I am now mgr. for the Farmers Co-op. Elvtr. Co. The Minot Milling Co. has sold its elvtr. here to a branch of the Atlantic Elvtr. Co. and it will be operated this year.—C. B. Christianson. (Mr. Christianson succeeded A. M. Enney as mgr. for the Farmers Co-op. Elvtr. Co.)

Greene, N. D.—The Mouse River Elvtr. Co. is building a new 30,000-bu. elvtr., which is to be covered with iron and have a metal roof. It will be equipped with an auto truck dump and all other up-to-date machinery. To guard against loss of valuable papers and books, a concrete vault is being built in the wall of the elvtr. The house replaces the one burned Dec. 14, 1919.

Wales, N. D.—Fire bugs are at work here. On July 8 the elvtr. of the Northwestern Elvtr. Co. burned and traces of kerosene were found around the office. The elvtr. had been fired once before but the blaze was discovered in time to save the house. On July 13, the elvtr. of the Farmers Elvtr. Co., containing 10,000 bus. of grain, 4,000 bus. of which were wheat, burned also and was a total loss. The company had, however, bot the elvtr. of the Wales Grain Co. prior to the fire and the old house which burned had been condemned. It is now operating the new elvtr. The Northwestern Elvtr. Co. will not rebuild this year.—F. J. Fischer.

## OHIO

Atwater, O.—O. F. Meriam is now our mgr.—Farmers Elvtr. Co.

Jenera, O.—M. Cole is now mgr. for the Jenera Co-op. Grain Co.

Forest, O.—W. S. Bricker is now mgr. for the Farmers Elvtr. Co.

Decliff, O.—W. Wood is mgr. of our elvtr. here.—La Rue Farmers Exchange Co., La Rue.

Mansfield, O.—Cline & Martin have succeeded Cline & Nelson.—Mansfield Hay & Grain Co., R. W. James.

Genoa, O.—We are installing a Randolph Drier in our concrete elvtr. here.—Farmers Exchange Co.

Coldwater, O.—The Coldwater Equity Exchange has succeeded the Coldwater Coal & Grain Co.—E. H. Hess, mgr. Fox & Hess Co.

Maplewood, O.—The elvtr. of the Maplewood Elvtr. Co. burned and the firm is not in business here. C. W. Andrews is our mgr.—Farmers Grain Co.



Agosta, O.—C. Young is mgr. for us here.—La Rue Farmers Elvtr. Co., La Rue.

La Rue, O.—J. E. Stayman is our mgr. at this point.—La Rue Farmers Exchange Co.

Kingston, O.—C. Marggraf is mgr. and treas. of our company and Helen J. Smith is sec'y.—Kingston Grain Co.

Millbury, O.—We will install a new cleaner in the elvtr. here as soon as it arrives.—Genoa Farmers Exchange Co., Genoa.

Nevada, O.—The recently incorporated Farmers Grain Co. has bot the elvtr. of the Bucyrus Mill & Elvtr. Co. at this point.

Renolette (Cecil p. o.), O.—We are rebuilding our elvtr. and will install new machinery.—E. C. Renolette, pres. Renolette Equity Co.

Toledo, O.—G. Dopsloff, mgr. for the Midland Linseed Products Co. has been admitted to membership in the Produce Exchange.

Maximo, O.—The Washington Farmers Elvtr. Co. incorporated for \$25,000 by A. W. Briske, W. H. Waltz, G. W. Wymer and others.

Bryan, O.—The Farmers Co-op. Grain & Supply Co. bot the elvtr. of the Christman Mlg. Co. after its elvtr. burned.—Raymond P. Lipe Co.

Ada, O.—The Ada Grain Co. is out of business, the Ada Farmers Exchange Co. having succeeded it. W. L. Schilling is pres. and Oscar Abt mgr.—B.

Milledgeville, O.—We will enlarge our elvtr. here so that we can handle a grinding business and will install a new boiler and conveyor.—Gidding Bros.

Chatfield, O.—We have sold our business to the Chatfield Equity Exchange Co. for \$16,000. The new company took possession Aug. 1.—Chatfield Grain Co.

North Baltimore, O.—We are building a new office and a flour and feed warehouse, 18x65 ft., one story in height. Are using brick blocks for material.—Kalmbach & Dreher.

Litchfield, O.—We have formed a new company and have bot out the Litchfield Elvtr. Co. We will add hay and straw to our grain business.—C. C. Rasor, mgr. Litchfield Exchange Co.

Bellevue, O.—We have succeeded J. Buckingham, having bot the business. J. Buckingham is pres., L. M. Buckingham, vice-pres. and C. O. Wise, sec'y-treas.—Buckingham Grain & Seed Co.

Cook, O.—We have just about completed the foundation for a new tile elvtr. with 2 legs; capacity 12 cars daily. We will build 5 tanks with interspacing for elevating machinery.—C. H. Clark Grain Co.

Mansfield, O.—The plant of Aungst Bros. & Spreng at this market was sold about a year ago and is now used as a candy factory. We have increased our mill capacity to 1,500 bbls.—Mansfield Elvtr. Co.

Stryker, O.—We will equip the elvtr. that we recently bot from S. P. Louys with electric motors and a chop mill. F. Moore, of Edon, is mgr. of our company.—D. G. Perkins, sec'y Farmers Exchange Co.

Mansfield, O.—John F. Deckerd is now buying grain for the Mansfield Elvtr. Co. W. T. Marquis is ass't mgr. Wm. Zang, formerly with the company, is now buying for the Postum Cereal Co. at Battle Creek, Mich.

Delphos, O.—I have been in the grain and milling business for 35 years but at present am entirely out of the business. The Farmers Co-op. & Equity Co. took over everything in the district. I expect to go back into the milling business when my son finishes college.—L. C. Allinger.

Monroeville, O.—We are building a large warehouse with 12,000 ft. of floor space. It will be equipped with bins and the most modern and up-to-date seed cleaning machinery. The building is now under construction.—Philip Horn, pres. Horn Bros. Co.

Genoa, O.—I have bot the grain business of the Powers Elvtr. Co. and they now handle only lumber, coal and farm machinery. I have incorporated the C. A. Powers Grain Co. for \$20,000 and have elvtrs. here and at Martin.—C. A. Powers, sec'y-treas. (G. F. Bowman is vice-pres. and N. J. Wood, pres. of the new company.)

Kyle (Hamilton p. o.), O.—The report that I had barrels of water on every floor of my elvtr. which was burned July 16, was true, but the statement that buckets could not be found was untrue as I had 2 galvanized buckets at each barrel. The fire had gained so much headway when discovered at midnight that it was beyond control. I will probably build a fireproof concrete house.—Cass M. Elliott.

#### CINCINNATI LETTER.

E. C. Arnold has been elected an associate member of the Grain and Hay Exchange.

Robt. L. Early has been in charge of the office of Early & Daniel Co. during the illness of E. B. Terrill, who has been suffering from an acute attack of indigestion. Mr. Terrill has recovered and is again at his desk.

Charles H. Granger, widely known to members of the grain and hay trade of his home state, died July 27, at his home in Hyde Park. He was 66 years old and had been "on the road" for years for several of the big grain and hay firms here. He was last employed as ass't to Edward A. Smith with Max Blumenthal.

#### OKLAHOMA

Miami, Okla.—I am engaging in the grain business here.—Hugh Webster.

Blanchard, Okla.—G. W. Binyon has sold his elvtr. and is not located at this point at present.—B.

Yewed (Lambert p. o.), Okla.—M. A. Keith has succeeded E. W. McKibben as our mgr.—Farmers Grain & Supply Co.

Vera, Okla.—Farmers in this vicinity have organized the Farmers Co-Op. Marketing Ass'n with a capital stock of \$5,000.

Laverne, Okla.—Rollie Graves has bot an interest in the Nelson Grain Co. here and at Mays, and will soon take active control of the business.

Sentinel, Okla.—The Farmers Co-Op. Ass'n has thoroly overhauled and repaired its elvtr., installing new machinery and increasing the capacity 15,000 bus.

Enid, Okla.—The Simonds-Shields-Lonsdale Grain Co., of Kansas City, Mo., has opened an office in the National Bank Bldg. at this market with Harley J. Scott as mgr.

Weatherford, Okla.—We are building an addition and installing a new leg and dump. We now have a capacity of about 20,000 bus.—G. W. Gates, mgr., Farmers Union Exchange.

Buffalo, Okla.—The L. O. Street Grain Co. has sold its elvtr. at this station to Wallingford Bros. of Ashland, Kan. The new company will increase the capacity of the elvtr. to 20,000 bus.

Oklahoma City, Okla.—The financing of the new elvtr. of the Oklahoma Terminal Elvtr. Co. has reached the stage where it is safe to predict that the contract for the elvtr. and the starting of the construction work will begin within 60 days, according to P. L. Jacobson, sec'y of the company.

Elk City, Okla.—The American Milling Co. has a 20,000-bu. addition to its elvtr. now under construction. The elvtrs. at Texola and Carpenter are nearly completed and new ones will be built at Sayre and Erick.

Choteau, Okla.—The Farmers Co-op. Ass'n was not able to finance the elvtr. it recently bot this year and so has leased it to Hogan-Hayden Co. of Pryor. We are the only company buying wheat. We also buy oats.—Adkins Hay & Feed Co.

Enid, Okla.—We are a new firm at this market and will be associated with the Cox-Henry Grain Co., which will move its headquarters from Carmen to this city. Our officers are Chas. H. Cox, pres.; John Henry, vice-pres.; F. N. Winslow, sec'y, and Henry Bird, treas. and gen. mgr. Mr. Cox is well known to the trade thru his association with the Cox-Henry Grain Co., which operates 10 country elvtrs. Henry Bird has been engaged in the grain business in this southwestern territory for the past 20 years. The first 8 in Oklahoma and the past 12 for Wichita and Kansas City firms, doing both office and road work.—The Bird-Winslow Grain Co. (Incorporated).

#### OREGON

Darry, Ore.—The Cherry City Milling Co., of Salem, will build a \$10,000 elvtr. at this point.

Salem, Ore.—The Cherry City Milling Co. has started work on a new \$10,000 warehouse as an addition to its present storage facilities.

Vale, Ore.—A hearing was held in Portland, Aug. 2, by the federal referee in bankruptcy, of the petition of Warren Armington, former pres. and mgr. of the Vale Milling & Elvtr. Co. Some time ago he was ousted as mgr. of the mill.

Portland, Ore.—In spite of rate cutting by the port of Astoria, Portland will stand on the rates previously decided upon tentatively for the use of the municipal grain elevator. Definite action to this effect was taken by the commission of public docks July 22 in passing an ordinance setting the rates for the elvtr. The rates fixed by the commission have been approved by the grain trade and are practically the same as those in effect on Puget Sound. As an aid in fighting fires on the municipal terminal No. 4, where the elvtr. is located, an oxy-acetylene torch mounted on a truck will be installed and the employees of the elvtr. and pier will be trained and drilled in squads for fire fighting. Construction of pier No. 2 and a 300-foot extension of pier No. 1 at terminals No. 4 is now completed, and has been accepted from the contractors, except for minor work which cannot be performed until the river reaches a lower stage.

#### PENNSYLVANIA

Cereal (Irwin p. o.), Pa.—The Yersey Cereal Food Co. has let the contract to Folwell-Ahlskog Co. for warehouse, power plant, machine shop and laboratory.

#### PHILADELPHIA LETTER.

The following rule was adopted July 29th by the members of the Commercial Exchange: Whenever, by reason of strikes, riots, lockouts or embargoes at this port, or at interior point of shipment, or in transit to this port, it becomes impossible to fill freight engagements on certain steamer or steamers in time for readiness of such steamer or steamers, the shipper shall not be obliged to immediately supply cargo, but shall be entitled at the termination of such strikes, riots, lockouts or embargoes, to an extension of time for delivery to the steamer and/or steamers equal to the delay in shipment and/or transit resulting from said strikes, riots, lockouts or embargoes.

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**BUFFALO, N. Y.**



Hughes & Dier and Kirby Bros. have applied for membership in the Commercial Exchange.

The Girard Point Elvtr. will not accept cars with bulkheads or separations, known as split cars. This order is now in effect at the elvtr.

Robert Morris, for a number of years in the grain and feed business here, is now mgr. for the Taylor & Bournique Co. of Milwaukee at this market.

## SOUTH DAKOTA

Veblen, S. D.—Leander Carlson is building an elvtr. here.

Ortley, S. D.—W. R. Smith is now mgr. for the Farmers Equity Elvtr. Co.

Bruce, S. D.—F. J. Maloney, of White, S. D., is now mgr. for Geo. P. Sexauer & Son at this station.

Belle Fourche, S. D.—The Tri-State Milling Co. is making many additions to its tank storage plant.

Delmont, S. D.—We will not install a truck dump this year as reported.—C. E. B. agt. A. A. Truax.

Hecla, S. D.—J. E. Scott & Co. have let contract for a new office and general repairs to the elvtr. of the Dakota Elvtr. Supply Co.

Ravinia, S. D.—Gayle Snedecor has resigned as mgr. of the Farmers Elvtr. Co. He is now mgr. of the Farmers Elvtr. Co. at Delmont.

Loyalton, S. D.—The elvtr. of the Loyalton Equity Union Exchange is being overhauled and repaired. A new rope drive will be installed.

Platte, S. D.—Peter Arendt is now mgr. of the Farmers Co-op. Co. at this station. He was formerly grain buyer for the Plymouth Milling Co. at Oyens, Ia.

Tulare, S. D.—The Shanard Elvtr. Co. has bot the elvtr. of John Till. Improvements will be made and new coal sheds built. Otto Roeber will be mgr. for the coming year.

Aberdeen, S. D.—The Farmers Equity has completed extensive repairs on its elvtr. and has installed a 15-ton Howe Scale and a Globe Dump. The Dakota Elvtr. Supply Co. had the contract.

Cclome, S. D.—I am taking active charge and also have a part interest in the building. Have just completed the installation of a truck dump. We now operate by electricity.—E. P. Kositzsky, mgr. Rosebud Grain Co.

Athol, S. D.—We will install a new Globe Dump and a Dual Cleaner in our new 30,000-bu. elvtr. now under construction. The old house will be used for side lines. T. E. Ibberson has the contract for the work.—Farmers Elvtr. Co.

Mansfield, S. D.—We will install a truck dump in Elvtr. "A," and will make several improvements in Elvtr. "B," such as a manlift, new elvtr. head and the changing of the loading-out scales.—J. A. Stellner, mgr. Farmers Elvtr. Co.

Menno, S. D.—The elvtr. recently bot by the South Dakota Grain Co., of Sioux City, Ia., at this station is being taken down and a new 26x27 ft. elvtr. will be erected. It will have 45 ft. of cribbing and will be covered with iron. The roof will be of asphalt shingles.

## SOUTHEAST

Tampa, Fla.—The capital stock of the Miller Jackson Grain Co. has been increased from \$150,000 to \$400,000.

Riverton, Va.—Our new grain elvtr. was completed some time ago but we have been delayed in getting machinery and the conveyors. These have now arrived and are being installed. There are 8 large bins 12 ft. in diameter of a capacity of 4,500 bus. each, which with intersecting bins give us a total capacity of 40,000 bus. The bins were built by the Spencer Construction Co. and the equipment furnished by Weller Manufacturing Co.—The Shenandoah Valley Milling Co., C. E. Sheahan, mgr.

## TENNESSEE

Memphis, Tenn.—E. W. Wyatt, formerly in the Exchange Bldg. has moved to the Lee Bldg.

Newbern, Tenn.—Jesse Trout, who recently sold the Yorkville Flouring Mills at Yorkville, to Emmett Hall, has bot an interest in the Newbern Grain Co. and will be mgr. of the company. He owned and operated the Yorkville plant for 30 years and is well versed in the grain trade.

## TEXAS

Cisco, Tex.—Wright & Anthony are out of business at this point.—B.

Electra, Tex.—The Farmers Elvtr. Co. has increased its capital stock to \$40,000.

Albany, Tex.—R. E. Nail has sold his milling and elvtr. plant to Butler & Taylor.

Georgetown, Tex.—A large warehouse of the Georgetown Grain Co. burned recently with a loss of \$2,500.

Trail, Tex.—The Farmers Grain & Elvtr. Co., incorporated for \$5,000, by M. A. Jones, G. T. Wherit and C. R. Allen.

El Paso, Tex.—Postal notification is that mail addressed to the West Texas Grain Co., New Trust Bldg., is unclaimed.

Mirror, Tex.—The Dyke Grain Co. has succeeded Baldwin & Dyke, E. R. Baldwin having sold his interest to his partner, Fred Dyke.

Cleburne, Tex.—The Rayford Grain Co. has succeeded the Rayford-Newsome Grain Co., J. P. Rayford having bot the interest of P. D. Newsome.

Whitewright, Tex.—The elvtr. of the Kimball Milling Co., containing a large amount of corn, burned recently with a loss of \$12,500, partially covered by insurance.

Texline, Tex.—The Farmers Equity people have let contract for a 25,000-bu. elvtr. to be built at once. We are not connected with them.—S. O. Penick, Penick Merc. Co.

Waco, Tex.—John Marvin Haigler, who was at one time mgr. of the grain department of the Texas Grain & Hay Co., and who later operated as the Texas Grain Co. on his own account, has filed a voluntary petition in bankruptcy.

Abernathy, Tex.—We have bot out the Abernathy Coal & Grain Co. and are operating the plant under our own name. Our elvtr. has a capacity of 15,000 bus. and is equipped with chop mill and cleaner.—Plains Grain Co. (E. D. Carter and E. B. Lindsey are props.)

Houston, Tex.—The South Texas Grain Co. has succeeded the South Texas Grain Co. of Houston and has increased its capital stock from \$120,000 to \$300,000.

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"Scientific Methods of Drying Grain"—Describes Weller Continuous and Rotary Driers for Drying, Conditioning and Cooling Grain.

SENT ON REQUEST.



## UTAH

Salt Lake City, Utah.—The Sperry Flour Mills Co. has bot the warehouse of David Robbins for \$44,000.

Ogden, Utah.—The Globe Grain & Milling Co. will start construction on another 600,000-bu. elvtr. adjoining the 650,000-bu. elvtr. just completed.

Salt Lake City, Utah.—The Globe Grain & Milling Co. will build another 600,000-bu. elvtr. here, making its total storage capacity 1,250,000 bus.

Ogden, Utah.—The Globe Milling Co. is moving its headquarters from Nephi to this city. E. R. Alton is mgr. Earl Peterson will be in charge at Nephi.

Gunnison, Utah.—The new concrete storage elvtr. of the Hermansen Roller Mills has been completed. It has a capacity of 50,000-bus. and was completed in exactly 22 days. Excavation was started June 20, and the house was turned over complete to the company July 14, which makes 22 days allowing for the holidays of July 4 and 5. Floyd S. Whiting had the contract.

## WASHINGTON

Sokulk, Wash.—The Sokulk Elvtr. Co. will increase its capital stock to \$14,000.

Ephrata, Wash.—W. J. Logg is mgr. for the Green Valley Union Warehouse Co.

Dayton, Wash.—John Hubbard has succeeded Wes. Eager as mgr. for the Whetstone Turner Warehouse Co.

Pullman, Wash.—A. B. Bolling, of Colfax, is now mgr. for the Kerr-Gifford Co., succeeding N. E. J. Gentry.

Spokane, Wash.—Neil Bros. Grain Co. has increased its capital stock from \$50,000 to \$100,000. The company have opened new offices in the Peyton Bldg.

Ellensburg, Wash.—Galbraith & Co., of Seattle, will rebuild its warehouse at this station. The old house burned two years ago. It will be 140x150 ft. and will have an 8 ft. loading platform running its entire length.

Colfax, Wash.—The insurance adjusters have decided that the blaze that destroyed the plant of the Colfax Milling Co., July 4, started in a separator on the fourth floor of the mill. The plant is a total loss and will have to be wrecked before a new plant is built. The insurance was \$125,000. Mark P. Miller, owner of the plant, will rebuild same as soon as possible.

Seattle, Wash.—The annual meeting of the Merchants' Exchange was held July 29 and the following officers elected: O. D. Fisher, pres.; W. C. Dawson, vice-pres.; C. H. Lilly, sec'y-treas., to succeed Walter Galbraith, who declined the renomination to office on the plea that he needed time to attend to his duties as hay inspector. Robt. C. Hill was elected mgr. for the tenth time.

## WISCONSIN

Lomira, Wis.—I am now mgr. for the Farmers Union.—F. J. Zastrow.

Sheboygan, Wis.—Arndt Bros. have sold their old mill and it will be dismantled at once.

Diamond Bluff, Wis.—The Equity Exchange will improve its elvtr. and install new supplies.

Randolph, Wis.—All that I sold was the elvtr. at So. Randolph. I am still operating an elvtr. here.—David G. Jones.

Brillion, Wis.—We have succeeded Carstens Bros., C. H. Kuehl having bot out Louis Carstens.—H. Carstens, Brillion Mill & Elvtr. Co.

Pigeon, Wis.—The Pigeon Grain & Stock Co. has voted to dissolve the old company and reincorporate under the regular state corporation plan, with a capital stock of \$25,000.

Beaver Dam, Wis.—Julius Stellmacher has bot the elvtr. of Amos C. Baker and is now in possession. Edward Stellmacher of Oshkosh will come here to help his father. A 640-acre tract of improved land in Alberta was given as part payment for the elvtr.

Tigerton, Wis.—Farmers have organized the Tigerton Equity Exchange and have bot the elvtr. of the Tigerton Grain Co., owned and operated by H. F. Meyer, who will remain with the new company as mgr. The company has been incorporated with Wm. Selle, pres., and Oscar Holm, sec'y-treas.

Sturgeon Bay, Wis.—Stram & Keys, Inc., which recently took over the plant of the Farmers company here, will operate the 2 elvtrs. and will maintain stations at Rio Creek, Bellevue, Seymour, Manawa and Green Bay. Headquarters will be established at Green Bay and a large elvtr. will be built there.

New Richmond, Wis.—The Gallagher Williams Grain Co. has been dissolved, owing to the loss of our elvtr. June 18 by fire and the death of Mr. Williams. We have purchased the property of the New Richmond Produce Co. and will conduct a grain and feed business under the firm name of the Gallagher Grain Co. This leaves two elevators at New Richmond, the New Richmond Roller Mills Co. and ourselves.—Gallagher Grain Co., By J. E. Gallagher.

Fond Du Lac, Wis.—The office and elvtr. of the Helmer Milling Co. were destroyed by fire at 5 a. m., Aug. 7. The loss is variously estimated at from \$15,000 to \$30,000. The flames broke out in the unused grain elvtr. and it was a complete loss. When the flames spread to the mill building, much grain, seed and feed in storage on the second floor was destroyed by smoke and the tons of water used to extinguish the blaze. In fact the company says water did more damage than the fire. The insurance on the plant and stocks amounts to \$16,700.

## MILWAUKEE LETTER.

During the past month Frank Fowler of the Rialto Elvtr. Co. was elected to membership, and the membership of J. M. Jenks, deceased, was transferred.

The interest rate on advances under the rules of the Chamber of Commerce for the month of August is 8% per annum.

The death of W. G. Collins, a member of the Chamber of Commerce since 1879, occurred at his home in Seattle, Washington, July 12. At the time of his death he was engaged in the lumber business in Seattle.

The death of Solomon Karger, a member of the firm of Karger Brothers, commission merchants, occurred July 9th at his home in Milwaukee. Mr. Karger had been a member of the Chamber of Commerce since 1902.

The Board of Directors, at the regular meeting held July 14th, passed a resolution authorizing the resumption of trading in wheat for future delivery, from the opening of the regular market at 9:30 a. m., July 15, 1920, such trading to be confined to the delivery month of December, 1920, and March, 1921, until further notice.

## WYOMING

Chugwater, Wyo.—The Farmers Co-op. Ass'n is building a 30,000-bu. cribbed elvtr. and will install a 20-h. p. oil engine, truck dump, 2 stands of elvtr. legs, Richardson Separator, automatic loading scale and everything to make an elvtr. complete. Blevins Bros. have the contract.

New Castle, Wyo.—Our new concrete elvtr. is ready to install machinery. It is concrete thruout and is equipped with steel boot, scale, Eureka Cleaner, steel sash and frames with concrete floors and roof. It also has a car dump and a wagon dump. Its capacity is 15,000 bus.—New Castle Roller Mills, successors to A. C. Church, D. J. Toomey Produce Co., props. M. W. Stiles, supt., and E. H. Toomey, mgr.

UNLOADING and loading livestock in car-load lots at the Chicago stockyards is to be performed by the carriers without charge is the recent decision of the Interstate Commerce Commission. This reverses a former decision by that body which required that unloading and loading be done by the shipper. The Commission has also decided that shippers who have paid these charges are entitled to repatriation. It is estimated that repatriation to be returned to shippers under this decision will amount to about \$67,000. When the cost of unloading a car of stock ranged from 25 to 50c per car the charge was absorbed by the carriers. When the charge was advanced so as to range from 50 to 75c per car the carriers no longer would absorb the charges. Then the stockyard companies paid them and retained the amounts from the shippers.

## Seeds

CARNESVILLE, GA.—The Lenhardt Seed Co. will build a new seed warehouse.

MILWAUKEE, WIS.—R. W. Baker is now associated with the Kellogg Seed Co.

LAKE CITY, MINN., July 30.—Flax will be a fair crop.—E. L. Demarce, Mgr. Farmers Elevator Co.

GUYPON, OKLA.—The Claycomb Seed Store of this city is using its new seed house and warehouse.

GROWERS of garbanzo (beans) in Mexico have formed a Union and as the result of their work an increase of \$5 per sack will be paid the producer this year.

THOMASVILLE, GA., Aug. 7.—Velvet bean acreage has greatly increased and the harvest will be heavy. The same is true of the peanut crop.—Thomasville Elevator Co.

KANSAS CITY, MO.—W. A. Duncan, for many years with the Mangelsdorf Seed Co. has gone into the seed, feed and potato business on his own account in this city.

GRAND RAPIDS, MICH.—The seed warehouse of the A. J. Brown Seed Co. is now under construction. It is to be two stories high, of reinforced concrete, and is to cost approximately \$50,000.

CHICAGO, ILL.—Charles D. Boyles, closely connected with the Albert Dickinson Co. for many years, has been elected president of the company. The Albert Dickinson Co. recently absorbed the Continental Seed Co.

HUBBARD, ORE.—L. L. Hershberger, a local seed dealer, plans to lease the seed cleaning department of his business to A. T. Earl, now employed as head cleaner. A new clipper cleaner is to be installed.

MONMOUTH, ILL.—The Monmouth Seed Co. was organized recently with a capital stock of \$15,000. E. G. Lewis of the Lewis Seed Co. a concern which operated seed houses at Monmouth and Media during the past year is head of the new concern.

BEAN RECEIPTS at San Francisco, Cal., during July amounted to 86,851 sacks; compared with receipts in July, 1919, of 64,469 sacks. Stocks of beans in San Francisco warehouses on Aug. 1 amounted to 203,085 sacks; compared with 265,488 on Aug. 1, 1919.

RUDYARD, MICH.—We expect to have some Red Rock wheat and several cars of Swedish select seed oats. Chippewa County, in which this station is located, received two prizes on its Red Rock wheat at the International Grain Show at Chicago, Ill., last year.—R. J. Forgrave.

FORMATION of the National Bean Ass'n is the purpose of a meeting to be held in Chicago, Ill. on Tuesday and Wednesday, Aug. 17 and 18 by representatives of various bean jobbers, wholesale growers and canners ass'ns and individual bean brokers. Headquarters for the meeting will be established at the Hotel La Salle.

## Seed Movement in July.

Receipts and shipments of seeds at the various markets during July, compared with July, 1919, were as follows:

|                           | —Receipts— |         | —Shipments— |           |
|---------------------------|------------|---------|-------------|-----------|
|                           | 1920.      | 1919.   | 1920.       | 1919.     |
| <b>FLAXSEED.</b>          |            |         |             |           |
| Chicago, bus.             | 71,000     | 91,000  | 1,000       | .....     |
| Milwaukee, bus.           | 299,168    | 56,760  | 4,116       | .....     |
| Minneapolis, bus.         | 552,180    | 642,000 | 31,460      | 113,810   |
| New York, bus.            | 888,239    | .....   | .....       | .....     |
| Winnipeg, bus.            | 478,000    | 209,000 | .....       | .....     |
| <b>TIMOTHY.</b>           |            |         |             |           |
| Chicago, lbs.             | 674,000    | 891,000 | 753,000     | 1,253,000 |
| Milwaukee, lbs.           | 120,000    | 31,365  | 30,000      | 165,310   |
| Toledo, bags.             | .....      | .....   | 3,600       | 5,743     |
| <b>CLOVER.</b>            |            |         |             |           |
| Chicago, lbs.             | 98,000     | 271,000 | 60,000      | 25,000    |
| Milwaukee, lbs.           | 590        | 73,647  | 211,100     | .....     |
| Toledo, bags.             | 407        | 561     | 72          | 442       |
| <b>OTHER GRASS SEEDS.</b> |            |         |             |           |
| Chicago, lbs.             | 366,000    | 512,000 | 654,000     | 475,000   |



MINNEAPOLIS, MINN., Aug. 4.—Damage to flax was reported to us from the dry sections in northern Minnesota, western North Dakota and northern and eastern Montana. The flax crop in South Dakota is generally excellent. In eastern North Dakota it is the best in years. With favorable weather most of the flax will be out of danger from frosts by the middle of August.—Van Dusen Harrington Co.

MILWAUKEE, WIS.—The North American Seed Co. is now ready for business in its four-story building and is installing modern machinery for the cleaning and handling of seed grain. It is its intention to specialize in clover, timothy, alfalfa and seed corn. Officers of this company are as follows: pres. J. P. Kettenhofen, vice-pres. Joseph Heisdorf, vice-pres. and sec'y M. J. Witteman and treas. H. W. Imbs.

TOLEDO, O.—Alsike lost most of its premium over clover. Market meets with increased offerings on bulges. Some hedging sales against new crop. There was some new alsike in the market this week, quality fair to good. Dealers are not anxious and off grades are selling at wider discounts than usual. We suggest during these abnormal conditions that dealers purchase all seeds on a basis that will properly protect them.—Southworth & Co.

BEANS containing a filthy, putrid and decomposed vegetable and animal substance, shipped by Fred Luisis of San Francisco, Cal. to New York were the cause of a decree of adulteration. Claimant, P. Alonges, New York, N. Y. consented to the decree and the court ordered that upon the execution of a \$5,500 bond the beans should be hand picked under the supervision of a representative of the U. S. Dept. of Agri. The portion fit for food to be delivered to the claimant and that the unfit portion be denatured and then returned to the claimant.

FLAXSEED exports from India have shown a marked increase. The 1919 exports amounted to 2,505,498 cwt.; compared with 572,695 cwt. exported in 1919. Rape exports have decreased during the same period to 186,541 cwt. in 1919 compared with 317,062 cwt. in 1918.

DWARF ESSEX RAPE is used extensively in Michigan as a fall pasture crop, and when the right kind of seed is used, it furnishes an excellent pasture for sheep and hogs. The best source of dwarf essex rape is Holland. Since the war, imports from there have been negligible and considerable of the Japanese variety has been substituted. The Japanese does not seem to give good results in latitudes as far north as Michigan, it producing a spindling, meagre growth in comparison with the vigorous, prolific crop produced from the Holland seed. The Japanese and Holland look exactly alike and differences only can be detected by expert seed analysts.

TOLEDO, O.—Alsike has suffered in price with other seeds. At times the futures were about the same as red clover, and then again commanded a big premium but we believe when things settle down the red and alsike will be about "even." There has been more or less threshing and while we have heard of no receipts here of the new crop as yet, quite a number of samples have been sent in but the quality mostly is poor. In fact, we received some samples that certainly were a bad "mixture." Canada's reports are mixed; some very unfavorable, some favorable. The action of red clover will have more or less effect upon alsike.—J. F. Zahm & Co.

TOLEDO, O.—Clover seed is reasonable. It is low for an average crop. It will be cheap if it declines further. It has had the inflation knocked out of it last week by tired longs selling out. Prices are now nearly down to a pre-war basis. There is seldom a large crop and at present prices, farmers will use it more

freely. Their land needs it and many of them have the money. Farmers as a rule rather invest in their own products than buy mining and oil stocks. Last Spring clover was up to \$36.75 and attracted considerable from abroad, aided by foreign exchange conditions. Europe has a favorable outlook, but its land needs help more than ours and present prices are much less attractive.—C. A. King & Co.

## From the Seed Trade.

KANSAS CITY, Mo.—On July 28 we sold on the market here a car load of Kanred wheat at \$2.63 Kansas City. The official grade was No. 2 dark hard winter wheat, test weight 59.4 lbs. Moisture test showed 12.4% moisture. This wheat, grown from seed secured from the Kansas State Agricultural College at Manhattan, Kan. is the second year's growth from the original seed. Last year's yield was 29½ bus. per acre and the shipper estimated this year's yield at 30 bus. per acre. The wheat was grown near Eureka, Kan.—Robert Nicholson, W. S. Nicholson Grain Co.

LINDSBURG, KAN.—No surplus of seed has been carried over in our territory with the exception of some cane seed. Quite an acreage of sudan grass was planted this year thruout Kansas. Whether it will be left for seed or not we are not in position to say but rather think some of it will. We are mostly interested at the present time in alfalfa seed. About 75% of the acreage of the second crop was left for seed. Seed is doing well on the bottom lands but second bottom and up-lands have all been cut for hay. We find that grasshoppers and some army worms are working on part of the alfalfa. What damage will result we cannot say. As yet the seed crop is fairly well along and ought to be ready for harvest in a week or ten days. All crops are looking tip-top and could not be any better.—Lindsborg Seed Co.



## "BY GUESS and BY GOSH"

said a building contractor the other day, referring to some work that had been done without proper

tools. He realized the foundation had to be built right with the best equipment.

We know there are some grain dealers who lack the necessary apparatus to buy and sell grain with profit. You will find profitable

**The Official Brown-Duvel Moisture Tester**  
**The Special Four-in-one Percentage Scale**  
**Wheat, Oats and Corn Dockage Sieves**  
**Weight Per Bushel Testers**

(Our new easy-reading design)

**Grain Triers for Wagon and Car Sampling**  
**The Modified Sampler and Mixer**  
**Cox Funnels**

(For properly filling Wt. per Bu. Tester)

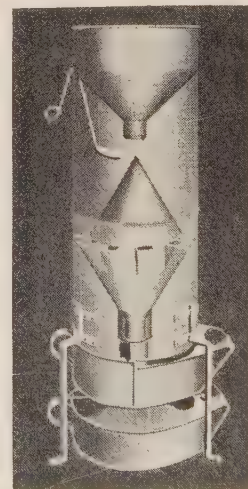
***Don't Buy and Sell By Guess and By Gosh***

Complete grain grading equipment Catalog No. 32 awaits your demand

# SEED TRADE REPORTING BUREAU

619-623 Postal Telegraph Bldg.

Chicago, Ill.



New Grain Sampler and Divider



## Grain Carriers

MERGER of practically all the lake steamship companies in to one big company has persistently been rumored within the last two weeks.

FREIGHT CAR loadings are now averaging 4 tons less per car than they did during the war announces W. T. Tyler, vice-pres. of the Northern Pacific R. R.

HEARING of the demands of short line railroad employes not affected by the recent railway wage award has been set by the U. S. Railway Labor Board for Aug. 16.

AN EMBARGO on all freight to Philadelphia ordered by the P. & R. R. has been changed so that now grain and feeds for animal consumption can be shipped into that city.

THE permit system is in effect on the southern roads serving the Gulf ports. It is reported that because of the congestion no permits are at present available for gulf shipments.

MINNEAPOLIS shippers recently complained to the Interstate Commerce Commission about the carrier rulings that require prepayment of freight charges on Canadian shipments.

THE C. M. & St. P. R. R. usually has 5,000 cars available for grain shipment in South Dakota at this time of the year. A recent announcement by division superintendent C. H. Buford says there are none this year.

A HEARING to receive applications from Minnesota carriers for a general increase in freight rates within the state of Minnesota is to be held by the Minnesota Railroad & Warehouse Commission on Aug. 16.

OKLAHOMA's grain car needs will be placed before the Interstate Commerce Commission by a com'te representing the Oklahoma Grain Dealers Ass'n, the Oklahoma Bankers Ass'n and the Oklahoma State Board of Agriculture.

ONLY 10% of the box cars needed to move the 1920 Texas grain crop are available announces W. P. Andrews, vice-pres. of the Fort Worth National Bank after receipt of telegrams from dealers in many sections of the state.

THE CALIFORNIA board of harbor commissioners has assigned a portion of pier 25 in San Francisco harbor to the Grain Trade Ass'n to be used exclusively for the handling of grain. This pier is well situated because of its water and rail connections.

CARRIERS expecting to increase the loadings and daily mileage of their freight cars will have the earnest co-operation of the shippers because cars are in the shippers' hands about  $\frac{1}{3}$  of the time and it is the shipper who really determines how heavily the car is to be loaded.

BUILDING of grain cars in Wichita, Kan. to be used in bringing grain from the surrounding country into Wichita has been under discussion by various Wichita bankers. The scheme was suggested by C. L. Davidson, chairman of the board of directors, Fourth National Bank of Wichita.

CANADIAN CARRIERS' acceptance of the wage increase granted to American railway employees would increase operating costs from \$47,000,000 to \$70,000,000 and no dividends could be paid shareholders until freight and passenger rates are increased, announces J. D. Reid, Canadian minister of railways.

AN INVESTIGATION of the grain car situation in Kansas has been started by the Kansas Court of Industrial Relations. The investigation is to show the average length of time a grain car is idle in Kansas. In making a report on the coal car situation in Kansas this court showed a few instances where the car-

riers were responsible for long delays of the cars which carried coal for their own use. The court's opinion about the Kansas railways and the coal car shortage appears elsewhere in this number.

NOT ENOUGH CARS to meet our present needs could be built in two years if every locomotive and car building plant in this country were run to its full capacity. As a matter of fact this country is building comparatively few cars and locomotives and a number of the locomotives we are turning out are for foreign countries.

THE CAR shortage will not affect Montana as much as it will some other states. Montana commissioner of agriculture C. D. Greenfield states that the total elevator capacity of Montana is 22,412,000 bus. and that the wheat yield is estimated at between 25,000,000 and 30,000,000 bus., also that all elevators in Montana now are virtually empty.

THE MERCHANT Marine Act, Sec. 28 which prevents carriers under Interstate Commerce Commission control from granting a rate on export or import freights in connection with foreign water carriers less than the rate charged for carriage of like freight within the United States has been suspended by the Commission for 90 days at the request of the shipping board.

PERMISSION to borrow money at rates higher than 7% because of the tight money market has been asked of the Interstate Commerce Commission by representatives of the Ass'n of Railway Executives and other railway ass'ns. The I. C. C. has ordered the U. S. Treasury Dept. to furnish certain amounts of money to carriers at rates of from 6 to 7% and has required the carriers to borrow similar amounts from private capital at similar rates.

DISCRIMINATION against Oakland, Cal., in the matter of grain and cereal rates on the A. T. & S. F., S. P. and the N. P. railways was the cause of complaint filed with the California Railroad Commission by the Albers Milling Co. of Oakland, Cal. It is claimed that Colusa, Vallejo and Stockton, Cal. have an advantage over Oakland because of a rate that is made preferential thru failure of carriers to collect combined rates collected on Oakland shipments.

CANADIAN RAILWAYS will increase their freight rates 20 to 40 per cent, passenger fares 20 per cent and sleeping car fares 50 per cent to and from the United States on Aug. 26, the day the American railways plan to put their increased rate schedule into effect. These increases will take place whether or not the Canadian railways are granted increased rates for purely Canadian traffic. Approval of the Canadian Board of Railway Commissioners of the new rates has been asked.

SUSPENSION of the provisions of section 28 of the Merchant Marine Act was the subject of an announcement by Admiral Benson, chairman of the U. S. shipping board which follows: This section of the act is in the interest of American commerce and shipping. Congress had in view that the movement of our commerce to and from any foreign port, or a port in a dependency or possession of the United States, should not be restricted and so required the Board to certify to the Interstate Commerce Commission, and authorized the Commission to suspend the provisions of the section, where American shipping facilities between such port and the United States were inadequate. The Board has decided that 90 days' suspension does not afford opportunity for proper inquiry into the subject. Until fully informed it could not make intelligent applications of the provisions of section 28, and has certified to the I. C. C. the desirability of further suspension of those provisions until Jan. 1, 1921.

A TURN toward normal freight traffic conditions on the railroads of the United States was indicated in reports to the commission on car service of the American Railroad

Ass'n, made public Aug. 4. The peak of the congestion was reached in the week ending May 7, when the total accumulations of cars had increased to 290,000. Efforts to relieve the jams then brought about a steady reduction until the strikes were renewed in eastern terminals in the latter part of June, when the accumulations took a turn upward. The total accumulations for the week ending July 2 was 129,278. To further expedite restoration of normal conditions the commission of car service on Aug. 4 issued an order designed to relieve terminal congestion, eliminate switching and increase the car supply. This order provides for an embargo against the use of all classes of equipment in intracity movement at each point where such action will result in improved car handling and increased car supply for general distribution.

INVESTIGATION of the car shortage said to be holding up shipments of grain from the northwestern states was the subject of a hearing to be held by Interstate Commerce Commission at Washington on Aug. 9. Shippers and various state railway commissions are planning to ask for priority orders for the movement of grain from the northwest. Duluth grain commission merchants sent out the following notice to the grain trade of the northwest. We ask you to immediately wire Edgar E. Clark, chairman of the Interstate Commerce Commission, Washington, D. C. asking that immediate attention be given to the distribution of grain carrying cars for a continuous movement from the northwest to the terminal markets. The commission will be in session next week to consider your request. Ask your directors and stockholders to do the same. We are depending upon you to co-operate with all the shippers in the Northwest to avoid the very serious situation that will result from lack of equipment to move the crop.

RULES to relieve the present freight congestion that is tying up grain shipments are to be presented to the Interstate Commerce Commission by a delegate of governors from mid western and northwestern states. Governor Harding of Iowa explains four of the relief measures whose adoption is to be requested as follows: 1. Establish a railroad rate on grain from Buffalo to New York City that will neutralize the present difference between all rail shipments and part rail and part boat shipments. The present rate by rail from Chicago to New York is about 13.8 cents a bushel. From Buffalo to New York by rail, a distance of less than one-half that between Chicago and New York, is 10 cents a bushel. The rate from Chicago to Buffalo by boat is 5 cents a bushel. 2. Require the eastern railroads to return to the western roads all the latter's equipment up to 100 per cent. 3. Require that these cars shall not go beyond the termini of the western roads; to be immediately unloaded and to return with coal and other commodities. 4. Require grain from west of Chicago to be shipped east by water up to capacity. The states which will be represented are Iowa, Minnesota, North and South Dakota, Nebraska and Kansas.

### Save Gasoline.

The enormous waste of gasoline is the cause of a warning made recently by R. S. Wilson, manager of the truck tire department of the Goodyear Rubber Co.

He urges automobilists to use care in operating their vehicles by getting into the habit of coasting up to stops, coasting down grades, cleaning carbon out of engine, having carburetors adjusted properly and avoidance of unnecessary racing of the motor.

This same advice is opportune for the country shipper who is operating his elevator with gasoline power. It is not an unusual thing for the engine in an elevator to be run when no work is being done.



## Supply Trade

BALTIMORE, MD.—The Gandy Belting Co. has opened a branch office in Chicago under the management of F. I. Schillinger.

CINCINNATI, O.—The Orville Simpson Co. has registered the words "Queen of the South" written in capitals as its trademark No. 129,243 for use on mills for grinding grain and similar materials.

NEW ORLEANS, LA.—H. A. Clarke who has represented the Bemis Bro. Bag Co. in the Atlanta office for a number of years has been transferred to this city. F. G. Coldren will succeed him at Atlanta.

CHICAGO, ILL.—The Weller Mfg. Co. is now represented on the West Coast by the Oriental Supply Syndicate, Inc., San Francisco. It is in a position to quote prices on the complete line of Weller grain elevator equipment.

THE PRESIDENT of a large Western concern states: Unless we increase our advertising appropriation continually to keep pace with our greater market opportunities we are taking chances with our good will. In order to hold leadership we must continually increase the appropriation as we are not in the business of monkeying with good will, which is our most tangible asset.

WASHINGTON, D. C.—The federal trade commission by a vote of three to two has upheld the large steel producers' system of fixing prices on the Pittsburgh basis regardless of point of shipment. Complaint was filed about a year ago by the Western Ass'n of Rolled Steel Consumers, comprising 700 western fabricators of steel. Under the system attacked by the ass'n and now upheld by the federal trade commission, the price of rolled steel is based upon the price f.o.b. mill at Pittsburgh, plus the freight rate from Pittsburgh to des-

tinuation. The complainants in the case contended that this practice in fixing the price of steel actually made and used at such centers as Chicago, Duluth and Birmingham is a discrimination in favor of Pittsburgh fabricators. The commission dismissed the case largely upon the ground that Pittsburgh, the point of heaviest surplus steel production, under the law of supply and demand must necessarily strongly influence the price in other markets with excess demand.

INDEPENDENCE, Mo.—We are more than pleased with conditions as we find them thru this territory. We have plenty of building going on, and a splendid outlook for continued construction. Of course, the increase authorized in freight rates will result in an advance in the cost of building materials, but personally we do not look for any drop in prices, and it is simply up to us to adjust ourselves to the new conditions and standards of prices. —Edison Kipp, The Monolith Builders, Inc.

CLEVELAND, O.—Mr. Owen, vice-pres. of the Lakewood Engineering Co., points out in a letter to Congressman Fordney that every advertiser who unwisely curtails his advertising intensifies business depression. He believes that this recurring situation could be remedied if business could lay aside in times of prosperity a reserve advertising fund to be expended whenever its earnings seem too small to justify heavy advertising expenditure. He believes that such a reserve advertising fund planned to keep the 'country from going through the peaks and valleys of business depression and business prosperity should be non-taxable. His plan is backed by a number of business publications and thinking men in many parts of the country. Yet it is almost too much to hope that this taxation plan or remission of taxation for a reserve can be put through immediately. Mr. Owens' suggestion is so good that every manufacturer should take heed of it immediately. In times of business prosperity lay aside the reserve fund which shall be expended in advertising.

## Shipping Cleaners By Motor Truck.

Car shortages and freight delays have interfered to some extent with the shipment of grain cleaners from the factory of the Invincible Cleaner Co. at Silver Creek, N. Y. It is not unusual now for cleaner purchasers to come as high as 400 miles and carry their cleaners away in motor trucks.

The Hickox-Rumsey Co., Inc., of Batavia, N. Y., recently purchased 3 Invincible grain cleaners for their seed cleaning plant. The freight rate on the grain cleaners from Silver Creek to Batavia, a distance of 75 miles, would have been \$25.90. Delivery would have taken anywhere from one to six weeks.

To speed up matters a truck and trailer were chartered by the Hickox-Rumsey Co., to bring the cleaners from Silver Creek to Batavia. The charge for the service was \$1 for every mile the load of 7,000 lbs. was carried.

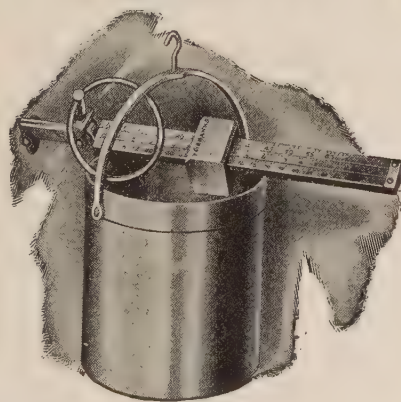
## Corn Leaf Miner in Ohio.

J. S. Houser, associate entomologist of the Ohio Agricultural Experiment Station, writes: The corn leaf blotch miner is present in abnormally great numbers in Eastern Ohio this summer.

No serious damage has been done in any of the fields that I have examined; first, because the insects are not sufficiently abundant to cause much injury; and, second, because parasitic enemies have developed to a very satisfactory extent. I am keeping in close touch with the situation and expect to do some traveling in the area.

It was observed this year for the first time that an insect of a similar nature was operating in wheat. The insect working in wheat and the one working in corn may be one and the same, but we can not be certain of this point until I am able to secure adults from our breeding cages in which the material is confined. After we get the adult flies they will be sent to specialists and the species will be identified.

## THE BUCKET TESTER AND FUNNEL



The Bucket Tester

|               |         |
|---------------|---------|
| 1 Pint .....  | \$14.40 |
| 1 Quart ..... | 16.00   |
| 2 Quart ..... | 17.60   |

for bushel weight and dockage, are part of our complete line of grain testing apparatus, which includes **Brown-Duvel Moisture Testers, Torsion Four-purpose Scales, Boerner Samplers**, etc. We keep a large stock ready for instant delivery.



The Funnel for filling the Bucket Tester  
\$3.65

## HESS DRIERS

meet every requirement of the grain and milling trade. They have kept in the lead in the matters of economy, efficiency and convenience, and no other maker can excel us in the way of prompt and careful service. We carry large supplies of apparatus and material, and a corps of skilled workers is always on duty.

## HESS WARMING & VENTILATING CO.

907 TACOMA BLDG., CHICAGO, ILL.

Have You Had Our FREE STROKER, With Grain Grades Tabulated? Ask for One



## Supreme Court Decisions

**Connecting Carriers.**—Any obligation of a carrier to transport goods beyond its own terminus being a matter of contract, and not a legal duty, it may, if contracting for through transportation, limit its liability to its own line; this not being a limitation of its common-law liability as carrier.—*Southern Pac. Co. v. Larrimore*, Supreme Court of Arizona. 190 Pac. 564.

**Adhesive Slip on B/L Not Sufficient Notice.**—A B/L bearing on an adhesive slip the stamped words, "Section 3 is amended as per classification governing" held not to charge a shipper with notice that the time for suing for delay in delivery was limited to two years and one day; section 3 of the conditions covering the shipment not referring to limitations.—*Mason v. Maine Cent. R. Co.*, Supreme Judicial Court of Maine. 110 Atl. 425.

**Contract Required to Give Effect to Commission's Approval.**—Freight rates are controlled by the schedules and tariffs on file with and approved by the Interstate Commerce Commission, but provisions relating to the limitation of actions are controlled by special contracts made between the parties and subject to the approval of the commission, and the fact that the commission has given the carrier the right to make a given contract does not authorize its enforcement unless and until the contract is in fact made.—*Mason v. Maine Cent. R. Co.*, Supreme Judicial Court of Maine. 110 Atl. 425.

**Deposit of Draft Indorsed in Blank.**—When a company deposited with a bank a draft to the company's order indorsed in blank, the paper became the property of the bank. When a draft indorsed in blank and deposited in a bank was sent by it to another bank for collection, with directions to such other bank to deposit the proceeds to the general credit of the forwarding bank, the title to the proceeds when the draft was paid vested in the other bank, and it became the debtor of the forwarding bank in such amount.—*Anderson v. Keystone Chemical Supply Co.*, Supreme Court of Illinois. 127 N. E. 668.

**Connecting Carriers.**—Rule that terminal carrier is responsible for damaged condition in which goods are delivered operated only until carrier proves that it did not do the damage. Where defendant carrier delivered sealed car to other carrier, to be switched a short distance to plaintiff's warehouse, and the other carrier received no part of the through freight, but charged defendant for switching, defendant was not the last carrier, and so was not chargeable with the presumption that it wrought the damage.—*Southern Textile Machy. Co. v. Piedmont & N. Y. Co.*, Supreme Court of South Carolina. 103 S. E. 475.

**Damages for Failure to Deliver Crop.**—Buyer, suing seller for breach of contract to grow and deliver crop of beans, was not required, as respects general damages, to specially plead the particulars as to how and why he had been damaged. In buyer's action for non-delivery, allegation as to price for which goods could have been purchased at date of delivery held insufficient as an allegation of value of property to buyer, under Civ. Code, section 3308, providing that the measure of damages in such case is the excess, if any, of value of goods to buyer over amount due seller under the contract, if it had been fulfilled.—*Hogue-Kellogg Co. v. Baker*, District Court of Appeal, California. 190 Pac. 493.

**Lever Food Control Act Unconstitutional.**—Food Control Act Aug. 10, 1917, § 4 (Comp. St. 1918, Comp. St. Ann. Supp. 1919, § 3115½ff), as amended by Act Oct. 22, 1919, § 2, making it unlawful to make any unjust or unreasonable rate or charge in handling or dealing in necessities, is too indefinite and uncertain to satisfy constitutional requirements, or constitute due process of law, in that no standard is furnished by which to determine the justness or reasonableness of charges, especially in view of Const. Amend. 6, providing that in all criminal prosecutions accused shall have the right to be informed of the nature and cause of the accusation. The United States district attorney may be enjoined from attempting to enforce an unconstitutional criminal statute prohibiting un-

just or unreasonable charges for necessities, where the threatened enforcement of such statute against plaintiffs will cause irreparable injury to their business of selling milk.—*Detroit Creamery Co. v. Kinnane* District Court, Michigan. 264 Fed. 845.

### Complain About Special Grain Train in Illinois.

Operation of a special grain train to the elevator of the E. B. Conover Grain Co. by the Chicago, Peoria & St. Louis Ry., one of the smaller Illinois carriers, was the cause of complaint filed with Illinois Public Utilities Commission by the Chicago Board of Trade, Merchants Exchange of St. Louis and by Illinois shippers.

The C. P. & St. L. has been operating special grain trains on its Jacksonville and Springfield branches. Four grain trains are run each week on the Springfield branch and two a week are run on the Jacksonville branch. Each grain train on the Springfield branch has a grain car available for every shipper, while each train on the Jacksonville branch has two grain cars available for every shipper. This gives every shipper on these two branches four grain cars a week if he wants them. Some of the shippers have not taken this number while other shippers have received more than their four cars per week.

Grain shipped in these cars must go to the E. B. Conover Grain Co., Peoria, Ill., which has its elevators in East Peoria near the C. P. & St. L. tracks. This means that the cars in the special grain train will not get off the rails of the C., P. & St. L. R. R. Also that as soon as they are unloaded they will be hauled back to another elevator on that line.

Hearing of evidence was held in Springfield, Ill., on July 26 by H. M. Slater, transportation rate expert of the Illinois Public Utilities Commission.

The Chicago Board of Trade was represented by J. S. Brown, manager of the transportation department and by attorney H. J. Campbell. The Chicago Board of Trade contended that,

"The operation of the special train of the C., P. & St. L. is discriminatory under Illinois law because the dealer who must ship over that railway is forced to sell at one market have it put in one elevator and accept a lower price than he could get elsewhere or else not ship his grain. The dealer in turn pays a lower price to the producer. Section 38 of the Illinois Public Utilities Law which covers this case reads as follows:

**Discrimination Forbidden.**—No public utility shall, as to rates or other charges, services, facilities or in any other respect, make or grant any preference or advantage to any corporation or person or subject any corporation or person to any prejudice or disadvantage. No public utility shall establish or maintain any unreasonable difference as to rates or other charges, services, facilities or in any other respect, either as between localities or as between classes of service.

"Receivers at terminal markets are also hurt by this discrimination because the firm which is able to buy for less under this system will be able to undersell the other terminal market man at the eastern ports."

John McCreery, of McCreery & Son, Peoria, Ill., who also operate elevators on the Northwestern out of Peoria, stated that when the C., P. & St. L. refuses to let the grain come to other elevators in Peoria it keeps the cars on its own line. This fact probably prevents him from getting some of these cars at his elevators on the C. & N. W.

The Merchants Exchange of St. Louis filed a protest by letter and was represented at the hearing by its Traffic Commissioner, Charles Rippin. The St. Louis Exchange claimed that dealers had complained that they could not ship to St. Louis. Mr. Rippin stated that shippers should get more cars for St. Louis wheat shipment than they should for Peoria shipment because St. Louis was a better wheat market than Peoria.

Traffic Representative Collyer of the Peoria

Board of Trade announced that the Peoria Board of Trade was neutral.

An Athens, Ill., shipper complained because he could not ship to Chicago and receive the better prices at that market.

Another shipper said that if he could get the service he would rather ship to Chicago because he could then pay the producer a better price. He further said however that he was glad to get and use the service into Peoria on the C., P. & St. L.

Representatives of the C., P. & St. L. declared that cars were kept on its lines by this system of special grain trains and explained that if the grain cars were sent to other points or even to Peoria off its own lines the cars would be lost to them.

Mr. Slater announced that the case would be taken under advisement and said that the evidence would be presented to the Illinois Public Utilities Commission.

Dealers who have been shipping to Conover at Peoria over the C., P. & St. L. stated that they had been getting from \$2.55 to \$2.70 per bushel for their No. 2 or better wheat during the first 26 days of July.

On the same dates prices on the Chicago Board of Trade for No. 1 red ranged from \$2.80 to \$2.85, while No. 2 red ranged from \$2.75 to \$2.88. No. 1 hard ranged about \$2.83 per bu., while No. 2 hard ranged from \$2.76 to \$2.88.

Records of closed cars on their home lines given out by the Car Service Commission show that the C., P. & St. L. has been remarkably successful for a western road in keeping the same number of cars on its lines as it owns. On June 15 the road had 100%, on July 1 it had 106.7% and on July 15 it had nearly 112% of the freight cars owned by it.

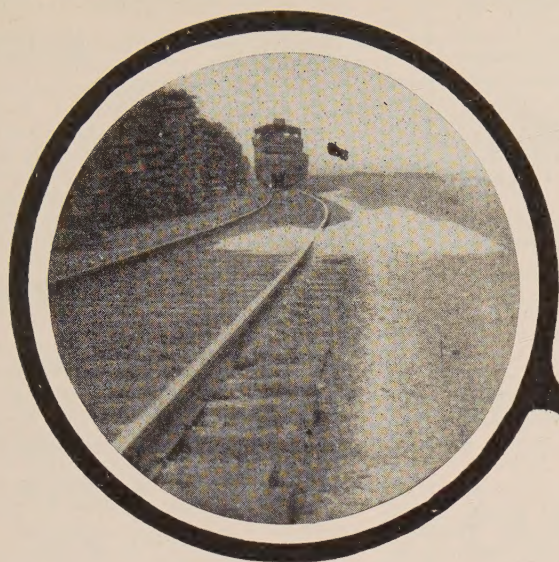
"EAT LESS BREAD and more mutton" is the slogan placarded thruout England. At the present time England has two years mutton supply on hand and not sufficient cold storage space to keep it.

## ELLIS DRIERS

We have recently perfected a self-supporting drier which is complete with its own heating unit. It is particularly adaptable to elevators and mills which are not equipped with steam boilers. Deliveries are extremely slow and we suggest prompt action on your part if you are figuring on a drier for this fall. Write for catalog G-26.

**The Ellis Drier Company**  
332 So. LaSalle Street  
CHICAGO, ILL.





# Save Your GRAIN

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## *Safeguard Your Profits*

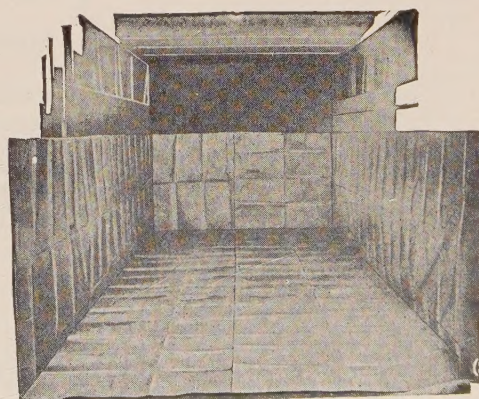
by cooping bad order cars that are sure to be given you during the coming shipping season. The above illustration is a fair example of what you can expect if you load your grain without first making sure that all holes are covered.

Kennedy Car Liners afford the most advantageous, inexpensive and yet the most efficient method of preventing leakage of grain in transit.

You will soon have a new crop to handle. Do not wait until the rush of harvest comes and an out-of-condition car is offered you for grain loading. Demand for Kennedy Car Liners is heavy this season and we advise getting orders placed now and be assured of early deliveries.

**The Kennedy Car Liner & Bag Co.**  
Shelbyville, Ind.

# KENNEDY CAR LINERS





## Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

A., T. & S. F. in Sup. 26 to 2181-C gives an official list of open and prepay stations effective July 31.

C. & E. I. in Sup. 8 to 7725-B gives joint rates on grain from C. & E. I. stations to points in Ind., to Mich. and Ohio, effective Sept. 1.

C. & E. I. in Sup. 12 to 6639-C gives rules governing milling and malting in transit privileges on grain and grain products at C. & E. I. stations, effective Sept. 1.

C. & E. I. in Sup. 6 to 8625-A gives joint rates on grain and grain products from stations on the C. & E. I. to points in Ala., Ark., La., Miss. and Tenn.; effective Sept. 1.

C. & A. in Sup. 5 to 2-F gives switching and other terminal charges, also rules governing the absorption of switching, drayage and transfer charges applying at stations of the C. & A., effective Aug. 2.

C., B. & Q. in Sup. 6 to G. F. O. 1362-K adds grain screenings as a commodity to be shipped from Duluth, etc., when originating beyond to Chicago, Peoria, etc., and available for transit at Minneapolis; effective July 25.

A., T. & S. F. in Sup. 5 to 11988-B gives local and joint rates on grain, grain products, hay, straw, cactus leaves and beet pulp between points on the Sante Fe lines, Albuquerque, Belen, N. M., and points west; effective Sept. 2.

C., R. I. & P. in Sup. 16 to 27537-E gives joint and proportional rates on grain, grain products, seeds and hay from C., R. I. & P. stations in Ia., Kan., Minn., Mo. and Neb., to stations in Ill., Ind., Ky., Mich., N. Y., O. and Pa., effective Aug. 30.

A., T. & S. F. and S. P. in Sup. 12 to 6510-G gives joint and proportional rates between stations in California on the A., T. & S. F. and station in New Mexico on the A., T. & S. F., also from Mococo and Peyton, Cal., on the S. P., and stations in Texas on the R. G., E. P. & S. F., effective Sept. 2.

A., T. & S. F. in Sup. 5 to 5655-Y gives joint and proportional rates on grain, grain products and seeds from points in Mo., Kan. and Okla., also, Superior, Neb., to Galveston, Houston, Port Bolivar, Texas City, Beaumont, Orange and Port Arthur, Tex., when for export as shown in amended tariff effective Aug. 25.

New York Canal Section, Inland Ways Division in I. C. C. No. 66 gives rates on wheat, rye, corn, barley and oats from elevators on the lake at Buffalo, N. Y., to points within the free lighterage limits of New York harbor on traffic from Lake Michigan ports, 14.33c, domestic, 14.67c, or the same charge as on traffic from Lake Superior ports; effective July 24.

A., T. & S. F. in Sup. 5 to 5896-I gives local joint and proportional rates on classes and commodities between Chicago, Ill., El Paso, Ft. Worth, Galveston, Tex., Kansas City, Mo.-Kan., Memphis, Tenn., Omaha, Neb., New Orleans, La., St. Joseph, St. Louis, Mo., St. Paul, Minn., also stations taking the same rate and stations in N. M. on the A., T. & S. F. and the N. M. C., also stations in Tex. on the R. G., E. P. & S. F. (except El Paso), and on the P. & S. F.; effective Aug. 30.

C. & E. I. in Sup. 1 to 622-F gives local, joint and proportional rates on grain, grain products, grain by-products, broom corn, green corn, corn cobs, cotton seed, cottonseed ashes, Hungarian and millet seeds and red top seed chaff from C. & E. I. stations, also from Henderson and Owensboro, Ky., and from Cairo, Ill. (via M. & O.), Joliet, Ill. (via E., J. & E.), and Moline Transfer (via C. M. & G.) to points in Ill., Ind., Ia., Ky., Mich., Minn., Mo., O., Pa. and Wis. shown in the tariff; effective Sept. 1.

C., R. I. & P. in Sup. 13 to 28675-C gives local, joint and proportional rates on grain, grain products, broom corn, alfalfa cake and meal, linseed cake and meal and seeds from Chicago, Peoria, Rock Island, Ill.; Council Bluffs, Ia.; Kansas City, St. Joseph, St. Louis, Mo.; Minneapolis, St. Paul, Minn.; Omaha, Neb.; and stations taking same rates, also stations in Colo., Ill., Ia., Kan., Minn., Mo., Neb., Okla., S. D. and stations in Colo., Kan., Neb., N. Mex., Okla. and Texahoma, Tex.; effective Aug. 26.

M. & St. L. in Sup. 7 to 1622-D eliminates rates and routing via C., St. P., M. & O., on wheat from Omaha, South Omaha, Nebraska City and Council Bluffs to Duluth, Superior, etc., with milling at Minneapolis. Combination rate will thereafter apply, effective Aug. 28.

C., R. I. & P. in Sup. 14 to 19687-K gives joint and proportional rates on grain, grain products, seeds and broom corn from Mo. River stations and other stations in Ill., Ia., Minn., Mo., S. D., on the C. R. I. & P. to Miss. Valley points and other stations in Ala., Ark., Fla., La., Miss. and Tenn., also to Tex. Gulf ports when for export; effective July 27.

## Insurance Notes.

THE INTEGRITY Mutual Casualty Co. of Chicago held its annual picnic at Dellwood Park, Ill., on Thursday, July 30.

FIRE INSURANCE companies operating in Texas have been ordered by the Texas Fire Insurance Commission to file a report before Sept. 1 containing total income and operating expenses for the year 1919.

THE MILLERS Mutual Fire Insurance Co. of Fort Worth, Tex. will erect a new building that will cost approximately \$100,000. The building which is to be of hollow tile construction will be ready by Jan. 1, 1921.

A NEW INDIANAPOLIS ordinance provides that when fire or other damage destroys 50% of a shingle roof, a new roof of fire proof construction shall be built. New shingle roofs are also prohibited under this ordinance.

CANTON, O.—William Reed, mgr. of the Mutual Fire Prevention Buro on Sept. 1, will succeed William H. Clark as Sec'y of the Ohio Millers Mutual Fire Insurance Co. Mr. Clark will probably be the next president of the company.

ITALIAN harvest is disappointing and 30,000,000 quintals of wheat will have to be imported is the announcement of the Italian Food Commissioner.

LABOR IS BECOMING MORE EFFICIENT. A year ago labor was lazy and inefficient. It was scarce, demand was great and the emergency of war was over. Labor in both this country and England is finally settling down to work. Manufacturers report increased efficiency and a greater willingness to work. Labor has finally realized that the way to put the profiteer out of business is to produce and economize. Increased immigration and a slackening in the big export demand for our goods enable employers to demand better work. As the cost of living gradually declines labor will become more satisfied. High prices breed discontent. Russia is the only important country which is not increasing production.—C. A. King & Co.

## New Insurance Policy for Grain Shippers.

Grain shippers can now get relief from many of the hazards of ownership during the time their grain is in transit by buying a Hartford Grain Dealers Transit Policy. Many insurance companies have refused to assume such risks, but the Hartford Fire Ins. Co. is doing it at ten cents per \$100, where shipment does not exceed 100 miles, twenty cents per \$100, where shipment is over 1000 but not exceeding 1500 miles and two cents additional per \$100, for the next 500 miles. Its established tariff applies only to grain shipped under the uniform B/L. Where shipments are made under "Released" or "Partially Released" Bs/L the charges will be increased 50%. However insurance to the full value of the grain loaded must be carried and the kind and grade of the grain specified.

This new Transit Policy will give full indemnity for loss or damage directly caused by fire, derailment, collision, theft, flood or tornado while in transit. Leakage or deterioration in quality due to delay in transit are not covered.

A recent addition to the policy covers shipper against all direct loss or damage caused by Riot, Insurrection, Civil Commotion including Strike, Explosion directly caused by any of the foregoing.

This policy should prove a great boon to grain shippers in these days of unrest and poor transportation service.

H. W. Donnan, Supt. of this dept., says: "Our Transit Grain Policy or contract was prepared at the request of several grain dealers who felt the urgent need of protection, of this character. Shippers find that with the protection offered them by this contract they are enabled to borrow money from the banks much more freely and can offer the banks better security.

"The policy has not been extensively advertised nor have we devoted much effort in placing it on the market. Contrary to expectations the contracts have been issued over a wide field and are not confined to any particular locality or shipping point.

"We issue two forms of policies. With the original or open policy we insure every shipment made by the assured and the coverage is effective from the time the assured mails us an application giving us the car number, route, destination and valuation of the car following the issuance of a bill of lading. Under this contract the assured must insure every shipment made.

"We also issue a policy covering the single trip or individual shipment, but before this contract can be effective an application must be received and passed upon by this office."

Organized 1902  
**TRI-STATE MUTUAL GRAIN DEALERS FIRE INSURANCE CO**  
LUVERNE, MINN.  
Average Premium Return for 16 Years, 50% of the Deposit Premium.  
Try our plan for Short Term Grain Insurance  
E. H. MORELAND, Secretary

INCORPORATED 1877  
**The Millers' Mutual Fire Insurance Association of Illinois**  
ALTON, ILLINOIS  
Insures Elevators, Mills, Grain Warehouses and Contents of same at Cost.  
Insurance in Force \$65,068,859.89 Cash Surplus \$822,093.71  
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## WESTERN GRAIN DEALERS MUTUAL FIRE INSURANCE COMPANY

DES MOINES, IOWA  
J. A. KING, President GEO. A. WELLS, Secretary  
Write for information  
Regarding Short Term Grain Insurance

## Grain Insurance

Between this date and January first next, a given number of elevators will be destroyed by fire. Yours may be one of them. If it is, will you find yourself with only 50% insurance on grain because you are not using the proper method? You'll not overlook your insurance if you handle it the "Grain Dealers Way."

C. R. McCOTTER  
Western Manager  
Omaha, Nebraska



C. A. McCOTTER  
Secretary  
Indianapolis, Indiana

FIRE EXPLOSION WINDSTORM AUTOMOBILE

## SAFETY-FIRST

and Always if You  
Use Our 50 Gallon  
Metal Fire Barrels  
with 3 Buckets  
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For full particulars and  
prices write

HOME OFFICE  
Carbondale Calcium Co.  
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## THE RECORDS

OF THE

## Flour Mill and Grain Elevator Mutual Insurance Companies

show that 80% of all fires in Mills and Elevators start in elevators. The installation of an automatic feeding device which will positively prevent an elevator choking from over-feeding and an automatic relief which will prevent an elevator choking from bin getting full or spout choking, will annually save millions of dollars in fire loss and add at least 50% to efficiency of any stand of grain elevators. These devices are perfected and are available for mill and elevator owners, are very inexpensive and absolutely practical. Full particulars will be furnished, free of charge, by this office, on request.

Mutual Fire Prevention Bureau  
OXFORD, MICHIGAN

# Your grain is the same as cash in the bank

You should take every precaution against its loss by fire. The Hartford Fire Insurance Company maintains a special department for service to the grain trade. It costs you no more for this service.

The Hartford agent offers you the best indemnity on the market today. Your grain values will be large. Hartford policies are backed by one hundred and ten years of service and satisfaction as well as more than fifty million assets.

Get in touch with our agent and tell him you want Hartford service and protection.

Yours very truly,

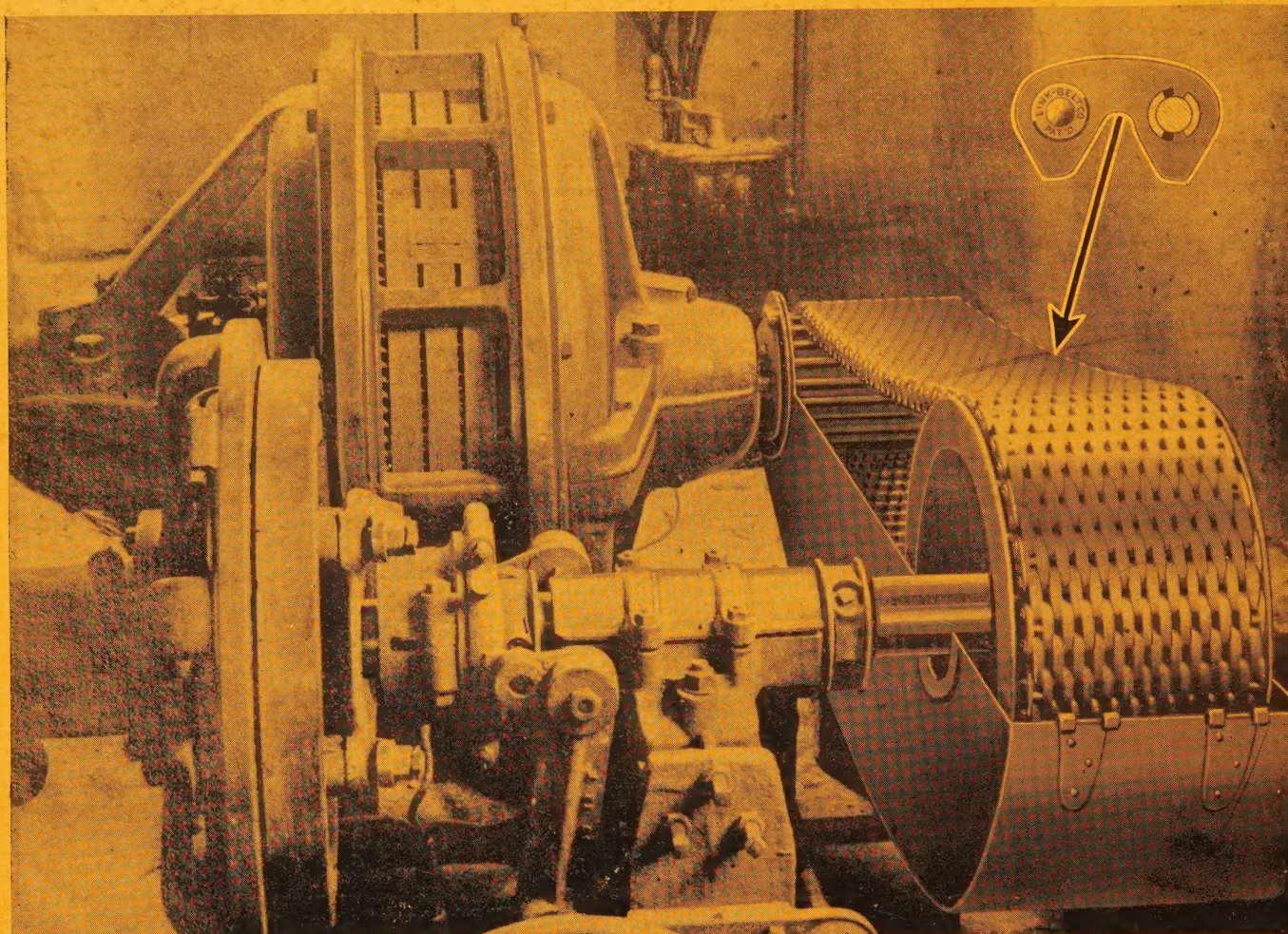
H. W. Donnan, Supt.

39 South La Salle Street,  
Chicago, Illinois.





# The Effective Transmission of Power



150 H. P. Link-Belt Silent Chain Drive, Osceola Mill & Elevator Company, Fairmont, N. D.

Of all methods employed today in Grain Elevators and Mills for the transmission of power there is one which stands far above the others—Link-Belt Silent Chain.

Link-Belt Silent Chain is "Flexible as a Belt—Positive as a Gear—More Efficient Than Either." It is quiet, compact, operates on any centers or under any conditions. It requires practically no attention, and uses less power than belts or gears, lasts longer, does away with the costly leather belts, shafting, hangers, pulleys, etc.

Link-Belt Engineers have made an exhaustive

study of power transmission problems in mills and grain elevators throughout the country,—they would like to have the opportunity of placing the results of their observations and experience at your disposal.

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